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THURSDAY, JULY 23, 1908.

四拜禮

號三十二月七年七英港香

\$30 PER ANNUM.  
SINGLE COPY, 10 CENTS.

## Banks.

### YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP ..... Yen 24,000,000  
RESERVE FUNDS ..... " 15,150,000

Head Office—YOKOHAMA.

Branches and Agents:

TOKIO. CHEFOO.  
Kobe. TIEN-TSIN.  
OSAKA. PEKIN.  
NAGASAKI. NEWCHANG.  
LONDON. DALNY.  
LYONS. PORT ARTHUR.  
NEW YORK. ANTUNG.  
SAN FRANCISCO. LIOYANG.  
HONOLULU. MUKDEN.  
BOMBAY. TIE-LING.  
SHANGHAI. CHANG-CHUN.  
HANKOW.

HONGKONG—INTEREST ALLOWED.  
On Current Account at the rate of 3 per cent.  
per Annum on the Daily Balance.

On fixed deposit:—

For 12 months ..... 5% p.a.

" 6 " ..... 4% " "

" 3 " ..... 3% " "

TAKAO TAKAMICHI,

Manager.  
Hongkong, 23rd March, 1908. [23]

### INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP ..... GOLD \$3,250,000  
ABOUT MEX \$7,222,222

RESERVE FUND ..... GOLD \$3,250,000  
ABOUT MEX \$7,222,222

HEAD OFFICE:

60 WALL STREET, NEW YORK.

LONDON OFFICE:

THREADENELL HOUSE, E.C.

LONDON BANKERS:

BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF

ENGLAND, LIMITED.

THE CAPITAL AND COUNTRIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE

WORLD.

THE Corporation transacts every Description

of Banking and Exchange Business, receives

Money in Current Account at the

rate of 2% per annum on daily balances and

accepts Fixed Deposits at the following rates:—

For 12 months 4% per cent. per annum.

" 6 " 3% " "

" 3 " 2% " "

No. 9, Queen's Road Central,

Hongkong.

W. M. ANDERSON,

Manager.  
Hongkong, 8th April, 1908. [25]

### NEDERLANDSCHE HANDEL- MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL Fl. 45,000,000 (£3,750,000).

RESERVE FUND Fl. 5,750,000 (£479,407).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES:—Singapore, Penang, Shanghai,

Rangoon, Samarang, Sourabaya, Cherbon,

Tegal, Pecalongan, Paseroean, Tjilatjap,

Padang, Medan (Deli), Palembang, Kota-

Radja (Acheen), Bandjermasin.

Correspondents at Macassar, Bombay, Colombo,

Madras, Pondicherry, Calcutta, Bangkok,

Saigon, Haiphong, Hanoi, Amoy,

Yokohama, Kobe, Melbourne, Sydney,

New York, San Francisco, &c.

LONDON BANKERS:

THE UNION OF LONDON AND SMITHS

BANK, LIMITED.

THE Bank buys and sells and receives for

collection Bills of Exchange, issues

letters of credit on its Branches and cor-

respondents in the East, on the Continent, in

Great Britain, America, and Australia, and

transacts banking business of every description.

INTEREST ALLOWED.

On Current Accounts 2% per annum on daily

balances.

Fixed Deposits 12 months 4% per annum.

" 6 " 3% " "

" 3 " 2% " "

J. L. VAN HOUTEN,

Agent.  
Hongkong, 16th July 1908. [26]

## Hotels.

### HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

Military Band during dinner on Saturday Nights.

Hongkong, 21st June, 1907.

A. F. DAVIES,

Manager. [1]

### CONNAUGHT HOTEL,

HONGKONG.

A FIRST-CLASS EUROPEAN HOTEL

SITUATED IN THE MAIN STREET NEAR THE BANKS AND PRINCIPAL OFFICES.

STRICTLY EUROPEAN MANAGEMENT.

Wines and Spirits of the very Best Quality.

Bath to Every Room.

Hot and Cold Water Throughout.

Hotel Launch Meets all Steamers.

Special Terms for Tourists and Parties or Families.

FOR TERMS APPLY TO—

THE MANAGER & AGENT

## Mails.

### PENINSULAR AND ORIENTAL

#### STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON

LONDON, &c., via usual Ports {DEVANHA ..... 25th July. } See Special  
Capt. T. H. Hyde, R.N.R. } Notice. } Advertisement.

LONDON and ANTWERP via {SARDINIA ..... About 29th } Freight and  
SINGAPORE, PENANG, {Capt. C. G. Talbot, R.N.R. } July. } Passage.

COLOMBO, PORT SAID, and MARSEILLES

SHANGHAI, MOJI, KOBÉ & NYANZA {About 1st } Freight and  
Capt. H. S. Bradshaw, R.N.R. } August. } Passage.

YOKOHAMA

For Further Particulars, apply to

F. J. ABBOTT,

Acting Superintendent.

Hongkong, 22nd July, 1908. [7]

## Intimations.

### LANE, CRAWFORD & CO.

LARGE SELECTION

### BATH ROBES

LADIES & GENTLEMEN.

A MOST USEFUL WRAP

BATHING PARTIES.

Ladies' and Gentlemen's

BATHING COSTUMES.

LANE, CRAWFORD & CO. [38]



### V. O. S.

EXTRA SPECIAL FINEST  
LIQUEUR

ARE THE BEST WHISKIES OBTAINABLE.



Telephone

No. 75.

CALDBECK, MACGREGOR & CO.,

WINE AND SPIRIT MERCHANTS,

15, Queen's Road Central.

Hongkong, 2nd July, 1908. [40]

### THE SAVOY,

13, Queen's Road Central.

FIRST CLASS GOODS:

New Regal Shoes and Monarch

Shirts.

Outfitters.

W. B. Corsets.

Ladies' Shoes.

Embroidered Linen and Swatow

Drawn Work, &c.

Hongkong, 2nd July, 1908. [63]

### MUSIC LESSON.

LESSONS in Violin, Mandoline and Guitar

at pupils' residence.

Evening engagements for "Dances and

Concerts.

Apply to—

E. J. LOPES,

C/o Hongkong Telegraph Office,  
Hongkong, 9th March, 1908. [64]

### PEAK TRAMWAYS COMPANY, LIMITED.

#### TIME TABLE.

##### WEEK DAYS.

7.00 a.m. to 9.30 a.m. ... Every 10 minutes  
9.30 a.m. to 11.00 a.m. ... Every 15 minutes  
11.00 a.m. to 12.45 p.m. ... Every 15 minutes  
12.45 p.m. to 1.15 p.m. ... Every 15 minutes  
1.15 p.m. to 1.45 p.m. ... Every 15 minutes  
1.45 p.m. to 2.15 p.m. ... Every 10 minutes  
2.15 p.m. to 3.00 p.m. ... Every 15 minutes  
3.00 p.m. to 5.00 p.m. ... Every 15 minutes  
5.00 p.m. to 8.00 p.m. ... Every 10 minutes

##### NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m.

every half hour.

##### SUNDAYS.

8.00 a.m. to 9.00 a.m. ... Every 15 minutes  
9.00 a.m. to 9.30 a.m. ... Every 30 minutes  
9.30 a.m. to 10.30 a.m. ... Every 15 minutes  
10.30 a.m. to 11.00 a.m. ... Every 10 minutes  
11.00 a.m. to 12.00 noon ... Every 15 minutes  
12.00 noon to 1.00 p.m. ... Every 15 minutes  
1.00 p.m. to 2.00 p.m. ... Every 15 minutes  
2.00 p.m. to 3.00 p.m. ... Every 15 minutes  
3.00 p.m. to 7.00 p.m. ... Every 15 minutes  
7.00 p.m. to 8.00 p.m. ... Every 10 minutes

##### NIGHT CARS as on Week Days.

##### SATURDAYS.

Extra cars at 5.15 p.m., 11.30 p.m. and

11.45 p.m.

SPECIAL CARS by Arrangement at the

Company's Office, ALEXANDRA BUILDING,

Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,  
General Managers.  
Hongkong, 6th June, 1907. [67]

## Shipping—Steamers.

### HONGKONG, CANTON, MACAO

AND

### WEST RIVER STEAMERS.

JOINT SERVICE OF

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND

THE CHINA NAVIGATION COMPANY, LTD.

#### HONGKONG-CANTON LINE.

S.S. "HONAM" 2,363 Tons, "FATSHAN" 2,260 Tons, "KINSHAN" 1,995 Tons,

"MEUNGSHAN" 1,998 Tons.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 10 P.M.

(Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River

Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

#### HONGKONG-MACAO LINE.

S.S. "SUI-AN" 1,651 Tons and "SUI-TAI" 1,651 Tons.

Departures from Hongkong to Macao on week days at 8 A.M. from the Company's Wing

Lok Street Wharf and at 2 P.M. from the Company's Wharf.

REDUCED SALOON RATES AT WEEK-END.

Saturday A.M. or P.M. departure, returning Sunday A.M. or P.M. .... \$1.00

Do. do. do. do. Monday do. .... \$2.00

#### CANTON-MACAO LINE.

S.S. "HOI SANG."

Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.

Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,

THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION

COMPANY, LTD.

#### CANTON-WUOHOW LINE.

S.S. "SAINAM," 583 Tons, and "NANNING," 569 Tons.

One of the above steamers leaves Canton for Wuohow every Monday, Wednesday and

Friday, at about 8 A.M., and the other leaves Wuohow for Canton on the same days at 8.30 A.M.

Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are

lighted throughout by electricity.

#### EXCURSION TO MACAO.

On SUNDAYS, the Company's Steamship "SUI-AN" will depart from the Company's

Wing Lok Street Wharf at 9 A.M. Returning from Macao at 5 P.M.

Popular Excursion Rates as usual.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and

from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,

HOTEL MANSIONS, (FIRST FLOOR),

opposite the Hongkong Hotel. [6]

## Hotels.

### MACAO HOTEL.

SPECIAL REDUCED SUMMER RATES.

PER DAY ..... \$ 4.00 to \$ 7.00 according to room selected.

" WEEK ..... 25.00 " 40.00 " "

" MONTH ..... 90.00 " 140.00 " "

WEEK-ENDS—SATURDAY AFTERNOON TO MONDAY MORNING \$7.00 to \$10.00.

Two Persons occupying One Room, will be charged A Rate and A Half only.

Children under 12—Half Rates.

#### SPECIAL TERMS FOR FAMILIES.

Excellent cooking by AN CHONG for over Seventeen Years Chief Cook with the late

Mr. J. W. OSBORNE. [1]

### HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS Tel. 66.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1908. [5]

### HOTEL PLEASANTON,

No. 17, Water Street, Yokohama.

FIRST CLASS PRIVATE HOTEL—Newly Opened and Furnished Suites or Single

Rooms, Private Baths, Modern Sanitary Fittings, Electric Light, Up-to-date Appoint-

ments, Renowned Cuisine, Dark Room for Photographers. Charges Moderate.

HENRY LUTZ

MANAGER

Hongkong, 16th July, 1908. [19]

## Mails.

## NORDDEUTSCHER LLOYD,

BREMEN.

## IMPERIAL GERMAN MAIL LINE.

FOR STEAMERS TO SAIL

YOKOHAMA and KOBE	"PRINZ SIGISMUND" Capt. D. Lenz	FRIDAY, 6 P.M., the 24th July.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"PRINZ LUDWIG" Capt. F. v. Decker	WEDNESDAY, Noon, 29th July.
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	"PRINZ REGENT LUITPOLD" Capt. A. Kerschner	About WEDNESDAY, 29th July.
MANILA, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND" Capt. D. Lenz	THURSDAY, 5 P.M., 13th August.
KUDAT and SANDAKAN	"BORNEO" Capt. F. Sembill	Beginning of August.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS &amp; CO.,

GENERAL AGENTS, HONGKONG &amp; CHINA.

Hongkong, 23rd July, 1908.

## MESSAGERIES MARITIMES.

## FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL TO and FROM JAPAN via SHANGHAI.

FOR STEAMERS CAPTAINS TO SAIL ON

SHANGHAI, KOBE, YOKOHAMA, YARU	Schlier	3rd Aug. P.M.
MARSEILLES, VIA PORTS	Lancelin	4th Aug. at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA, AUSTRALIEN	Vetro	17th Aug. P.M.
MARSEILLES, VIA PORTS	Guicounet	18th Aug. 3 P.M.

Transshipment on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 up to £71.10. 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. NALIN, ACTING AGENT,

QUEEN'S BUILDINGS.

Hongkong, 21st July, 1908.

## CHARGEURS REUNIS.

FRENCH STEAMSHIP Co.—HEAD OFFICE: PARIS.

## ALL ROUND THE WORLD LINE.

Outward: ANTWERP, DUNKIRK, LA PALICE, MARSEILLES, GENOA, NAPLES, COLOMBO, via SUEZ, SINGAPORE, HONGKONG, CHIN-WANTAO (Peking, Tientsin), KOBE, YOKOHAMA, GENOA to HONGKONG in 30 DAYS.

Unique opportunity to make a tour in North-China and Japan with the Greatest Speed, Safety and Comfort.

Trans-Pacific: VICTORIA (B.C.), VANCOUVER, SEATTLE, SAN FRANCISCO.

Connecting with the Canadian Pacific Railway.

FREIGHT to OVERLAND and EUROPE via VANCOUVER.

PASSENGERS to OVERLAND and EUROPE via VANCOUVER.

YOKOHAMA—VANCOUVER.....13 Days.

LONDON and PARIS.....25 Days.

Homeward: MEXICO, RIVER PLATE, BRAZIL, LA PALICE, LIVERPOOL, via MAGELLAN STRAITS.

## Proposed Sailings:

* AMIRAL EXELMANS.....25th July.	CEYLAN.....26th Nov.
* OUESSANT.....27th Aug.	CORSE.....17th Jan.
* MALTE.....12th Oct.	

\* No passengers. \* Intermediate class and rates of passage.

\* New Twin Screw 16,000 T. displac., 1st class accommodation, splendidly equipped with single berth cabin. All round the world ticket by these boats.

For further Particulars, apply to

P. NALIN, FRENCH MAIL OFFICE.

Hongkong, 4th June, 1908.

## WEST RIVER BRITISH STEAMSHIP COMPANIES.

## HONGKONG-WUCHOW LINE.

THE STEAMERS "LINTAN" and "SAN-UI" sail from HONGKONG TWICE A WEEK and COMPLETE THE ROUND TRIP IN 4 DAYS. These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity. THE CLIMATE ON THE WEST RIVER DURING THE WINTER MONTHS IS VERY FINE AND EXHILARATING.

For further information apply to—

BUTTERFIELD &amp; SWIRE, AGENTS,

WEST RIVER BRITISH S.S. COMPANIES

Hongkong, 26th March, 1908.

## Intimation.

## THE YOKOHAMA DOCK CO., LTD.

## No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

## No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft. bottom 45.8 ft. Water on blocks, 28.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone Nos. 376, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Bootle, A. I. and Watkins.

Yokohama, May 23rd, 1905.

## Shipping—Steamers.

## JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA, AND JAPAN.

Steamer	From	Expected on or about	Will leave for	On or about
TJIBODAS	JAPAN	Second half July	JAVA	Second half July
TJIKINI	JAVA	Second half July	JAPAN	Second half July
TJILIWONG	JAPAN	First half Aug.	JAVA	First half Aug.
TJILATJAP	JAVA	First half Aug.	SHANGHAI	First half Aug.
TJIPANAS	JAPAN	First half Aug.	JAVA	First half Aug.
TJIMAH	JAVA	Second half Aug.	SHANGHAI	Second half Aug.

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Neighbouring India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

## JAVA-CHINA-JAPAN LIJN.

Telephone No. 375;

YORK BUILDINGS, 1st floor,

Hongkong, 17th July, 1908.

## MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BEAU," 1,000 tons, 14 knots.  
S.S. "CHARLES HARDOUIN," 1,000 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line:  
Departure from Hongkong at 2 P.M. (Saturdays excepted).  
Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.  
The Company's Own Wharf near Wing Lok Street.  
Canton Agents—Messrs. E. Pasquet & Co.  
For further particulars, please apply to—

BARRETTO &amp; CO., Agents.

Hongkong, 28th March, 1908.

## Dentistry.

## TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 20th June, 1904.

DR. M. H. CHAU,

THE LATEST METHOD

of the

AMERICAN SYSTEM OF DENTISTRY

15, QUEEN'S ROAD CENTRAL,

From the University of Pennsylvania, U.S.A.

Hongkong, 16th April, 1901.

## FRENCH STORE.

6, QUEEN'S ROAD CENTRAL.

A FRESH supply of French and English preserves just to hand—

TRUFFLED SAUSAGE,

BREAKFAST BACON,

CALF'S HEAD &amp; HAM,

PEAS &amp; HAM,

PORK, MUTTON &amp; VEAL CUTLETS,

CHICKEN &amp; HAM,

VEAL &amp; GAME PATES,

MUTTON &amp; CHICKEN CURRY,

ASSORTED SOUPS,

FRENCH JAM &amp;

FRUITS IN SYRUP, &amp;c.

Hongkong, 17th July, 1904.

## KOWLOON TANK BALL.

## SUGGESTED CHANGE OF COLOUR.

The following correspondence was read at the committee meeting of the Chamber of Commerce on 13th inst.—

Colonial Secretary's Office,

25th June, 1908.

Sir,—With reference to your letter of the 2nd October, 1905, in which a suggestion, which has been acted upon, was made that the time ball at Kowloon should be painted black instead of red, I am directed to inquire whether the colour that has been adopted is satisfactory to masters of vessels using the port and others. If it is not, I am to suggest that white might render the ball more distinguishable.—I am, &c.,

F. H. MAY,

Colonial Secretary.

The Secretary, Chamber of Commerce.

Hongkong, 8th July, 1906.

SIR,—Referring to the Colonial Secretary's letter of 25th ultimo, to your goodself, we have made inquiries of masters of the China Navigation Company's steamers using this port and find that they consider the present colour—black—satisfactory, whereas white would be practically indistinguishable at a distance. We would mention, however, that the masters unanimously suggest that the height to which the ball is hoisted should be increased by say 12 feet, for at present the ball is sometimes obscured at the critical moment to distant steamers by the sail of a passing junk or by masts of other steamers.—We are, &c.,

BUTTERFIELD & SWIRE.  
E. A. M. Williams, Esq.,  
Secretary, Chamber of Commerce.  
The Secretary forwarded a copy of this letter to the Colonial Secretary.

## NEW HONGKONG INDUSTRIES.

## TINNED LARD AND TANNING.

The following letters were read at the monthly meeting of the Chamber of Commerce on the 13th inst.:

Chamber of Commerce,

Hongkong, 3rd June, 1908.

SIR,—I am directed to inform you in reply to your letter of 1st May, No. 9454/1907, that several merchants of this Colony have been approached by my Committee with reference to His Excellency's inquiry whether or not any merchant would be prepared to undertake the export under Government guarantee of tinned lard.

The result is sufficiently encouraging to justify my Committee in asking His Excellency to pursue the matter further by approaching the Government of the Philippines, as outlined in the 3rd paragraph of the memoranda accompanying the letter under reply with the object of obtaining such information as will enable them to place definite knowledge of the Regulations governing the importation of lard into the Philippines at the disposal of the Mercantile Community.

My Committee desire you to convey to His Excellency their thanks and appreciation of his efforts to foster the trade of the Colony.—I am, &c.,

E. A. M. WILLIAMS,

Secretary.

Hon. Mr. F. H. May, C.M.G., Colonial Secretary.

Regulations accompanying letter under reply are returned herewith as requested.

Colonial Secretary's Office,

Hongkong, June and, 1908.

Sir,—With reference to my letter No. 9454/1908 of the 1st ultimo, I am directed to transmit for the consideration of your Committee the enclosed copy of a minute by His Excellency the Governor dated the 31st ultimo, and to inquire whether, in the opinion of your Committee, there is a possibility of developing the Singapore market for lard as well as that of the Philippines, and whether it would be possible to establish in Hongkong a tanning industry for hogskins.—I am, &c.,

F. H. MAY,

Colonial Secretary.

The Secretary, Chamber of Commerce.

Enclosures were laid on the table.

It was decided to await the further particulars from the Government in this matter, and to then circulate the whole correspondence amongst the members of the Chamber.

## F. BLACKHEAD &amp; Co.,

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS

AND GENERAL COMMISSION AGENTS,

GROUND FLOOR,

ST. GEORGE'S BUILDING,

HONGKONG,

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTIENS GENUINE

COMPOSITION RED HAND

BRAND, HARTMANN'S GREY PAINT,

DAILERS PATENT MOTOR

LAUNCHES, &amp;c., &amp;c., &amp;c.

Sole Agents for

FERGUSON'S SPECIAL CREAM

and

P. &amp; O. SPECIAL LIQUOR BOOTH WHISKY, &amp;c.

EVERY KIND OF

SHIPS STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 16th March, 1907.

## Consignees.

S.S. "ARMAND BEHIC"

COMPAGNIE DES MESSAGERIES MARITIMES.

## NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. *Dordogne* and *Douro*, and from Bordeaux ex s.s. *Ville de Celles*, in connection with above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 27th July, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 27th July, or they will not be recognised.

All damaged packages will be examined on MONDAY, the 27th July, at 3 P.M.

No Fire Insurance has been effected.

P. NALIN,

Acting Agent.

Hongkong, 20th July, 1908.

## "MOGUL" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

STEAMSHIP "ERROLL,"

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 27th August, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 27th instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., LIMITED,

Agents.

Hongkong, 20th July, 1908.

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

## "LAISANG"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo, impeding the discharge or remaining on board after 4 P.M. the 23rd inst. will be landed at Consignee's risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., LD.,

General Managers.

Hongkong, 21st July, 1908.

## "BEN" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

S.S. "BENCLUGH,"

FROM ANTWERP, MIDDLESBRO, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 31st inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 28th inst., at daylight.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co.,

Agents.

Hongkong, 21st July, 1908.

## FROM EUROPE.

THE H. A. L. Steamship

## "SILVIA,"

Captain Jaeger, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed at Consignee's risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignee's risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 29th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE.

Hongkong, 22nd July, 1908.

## Intimation.

**Wm. Powell, Ltd.,**  
Gentlemen's  
Department,  
28, Queen's Road.

Direct  
Importers  
GENTLEMEN'S  
**PANAMA  
HATS,**  
Smart  
and  
Exclusive  
**NECKWEAR.**

Specialists  
in  
Gentlemen's  
**Hosiery.**

Cool  
and  
Durable  
**SINGLET  
AND  
SHIRTS.**

Latest  
Patterns  
in  
**SOCKS.**

**Wm. Powell,  
LTD.,**  
General Drapers,  
Furnishers,  
Des Vœux Road,  
and  
28, Queen's Road,  
HONGKONG.  
Hongkong, 18th July, 1908.

## Public Companies.

HONGKONG, CANTON AND MACAO

STEAMBOAT COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

THE EIGHTY-FOURTH ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS in the Company, will be held at the Office of the Company, Hotel Mansions, on TUESDAY, the 11th August, at 12 o'clock Noon, for the purpose of receiving a Report of the Directors, together with a statement of Accounts, declaring a Dividend, confirming the appointment of Directors, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 28th July to 11th August, both days inclusive.

By Order of the Board of Directors,  
W. E. CLARKE,  
Secretary.  
Hongkong, 18th July, 1908. [682]

THE HONGKONG LAND INVESTMENT

&amp; AGENCY COMPANY, LIMITED.

AN INTERIM DIVIDEND of \$3.50 per share for the six months ending 30th June, 1908, will be payable on the 29th instant, on which date Dividend Warrants may be obtained on a petition at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, the 22nd instant, to WEDNESDAY, the 29th instant (both days inclusive), during which period no transfer of shares can be registered.

By Order of the Board of Directors,  
A. SHELTON HOOPER,  
Secretary.  
Hongkong, 14th July, 1908. [667]

THE WEST POINT BUILDING

COMPANY, LIMITED.

AN INTERIM DIVIDEND of Dollars Two per Share for the six months ending 30th June, 1908, will be payable on the 29th instant, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, the 22nd instant, to WEDNESDAY, the 29th instant (both days inclusive), during which period no transfer of shares can be registered.

By Order of the Board of Directors,  
A. SHELTON HOOPER,  
Secretary to the Hongkong Land Investment and Agency Company, Ltd.  
General Agents for The West Point Building Company, Ltd.  
Hongkong, 14th July, 1908. [668]

## Notices of Firms

KOWLOON HOTEL.

## NOTICE.

THE Undersigned begs to Notify his Clients and the Public generally that he has admitted Mr. P. E. FRED STONE into PARTNERSHIP with him in the business of the above Hotel as from 1st July, 1908, under the name and style of "OWEN STONE & Co."

O. E. OWEN,

Proprietor.

## NOTICE.

MR. P. E. FRED STONE has the pleasure to inform his numerous Friends and Acquaintances (ashore and afloat) that he has joined Mr. O. E. OWEN as a PARTNER in the business of the KOWLOON HOTEL, as from the 1st July, 1908, under the name and style of "OWEN STONE & Co."

He trusts that they will extend to the new Firm a Share of their patronage.  
Hongkong, 13th July, 1908. [663]

## NOTICE.

MR. L. GAMEAU (late Manager of A. Chazalon & Co.) has the pleasure to inform his Numerous Customers and the Public generally that he has bought over the business of Messrs. A. CHAZALON & Co., as from 1st July, 1908, and will carry on same under the name and style of "FRENCH STORE." He trusts that the same kind of patronage will be extended by his customers and the public.

All accounts due to the firm of A. CHAZALON & Co. will be collected by him and all bills against the firm must be sent in before 15th August, 1908, or they will not be recognised.  
Hongkong, 17th July, 1908. [677]

INTERNATIONAL SLEEPING CAR

and

EXPRESS TRAINS Co.

(THE

GREAT TRANS-SIBERIAN ROUTE

TO EUROPE.)

HAVING been appointed AGENTS for the above Company, we shall be pleased to give any information as to rates of passage, &c., in connection with above.

SHEWAN, TOMES &amp; Co.

Agents.

Hongkong, 18th July, 1908. [67]

GREEN ISLAND CEMENT COMPANY, LIMITED.

## PORTLAND CEMENT.

In Casks of 37½ lbs. net \$5.50 per Cask ex Factory.

In Bags of 50 lbs. net \$3.35 per Bag ex Factory.

SHEWAN TOMES & Co.,  
General Managers.  
Hongkong, 18th April, 1908. [61]

## LIGHTERS AND CARGO-BOATS.

## INCREASED LICENCE FEES.

At the monthly meeting of the Chamber of Commerce held on the 13th inst., the following correspondence was read:—

Hongkong, 27th May, 1908.

Dear Sir,—On the 30th ultimo a joint letter was addressed to the Colonial Secretary by the owners of foreign lighters protesting against the recent increase of licence fees.

A reply has been received from the Colonial Secretary which in the opinion of the signatories to the protest is not considered satisfactory and it has been agreed that the matter should be laid before your Committee with a view of soliciting their assistance in this connection.

For reasons expressed in the correspondence, copies of which are enclosed, it is considered that this matter as affecting shipping interests is one of more than ordinary importance; we trust therefore that your Committee will afford us all possible assistance.—We are, &c.,

JARDINE-MATHESON & Co., Ltd.  
To the Secretary,  
Hongkong Chamber of Commerce.

Hongkong, 30th April, 1908.

Sir,—With reference to the recent heavy increase in the licence fees for cargo boats and lighters, notified in the *Government Gazette* of the 20th ultimo, we, the undersigned, owners of private lighters, beg that, for reasons hereinafter expressed, the decision of the Government to double the tax already levied on such craft be reconsidered.

We venture to say that it is not equitable, even though it were done previously, to place private craft (acquired for the sole purpose of carrying on their respective businesses, and which under no circumstances ply for hire) on the same footing as Chinese-owned boats, the daily hire of which is regulated by Government tariff.

In one case the usefulness and earning power of the lighters is limited to the requirements of our trade, whereas in the case of the Chinese owned boats, the return is governed by the energy and resourcefulness of the licensee. It is, we think, generally admitted that Native Cargo Boats, paid for to a large extent by the Typhoon Relief Fund, have, since the typhoon of September, 1906, demanded altogether, unreasonably terms, thus greatly enhancing their earnings. The position of many foreign-owned lighters is entirely different; after the catastrophe of September 1906 several European firms, owing to the scarcity of native craft, were forced to purchase, at excessive prices, lighters from other ports. It is perhaps unnecessary to add that the benefits resulting from the prompt acquisition of such craft were by no means confined to the respective owners of same, inasmuch as the lighters provided at the time of scarcity a means of carrying on business of vital importance to the Colony generally, i.e. the delivery and shipment of cargo.

Now that matters in connection with the handling of goods have assumed a normal state the lighters which during the crisis were indispensable both to shipowners and merchants alike, have now become a source of heavy expenses to their owners, and any increase to such is viewed with concern. Having now laid the position clearly before you, we trust that the Government will see the reasonableness of our contention, that the increase of licence fees, if necessary, should be confined to such craft as ply the harbour for hire, and we would ask that the Ordinance be amended accordingly.—We are, &c.,

JARDINE, MATHESON & Co., LTD.  
BUTTERFIELD & SWIRE.  
R. J. AND T. T. Supt. P. & O. S.N. Co.  
SHEWAN, TOMES & Co.  
To the Colonial Secretary  
Hongkong.

Colonial Secretary's Office,

Hongkong, 20th May, 1908.

Gentlemen:—I am directed to acknowledge the receipt of the letter dated the 30th ultimo, signed by yourselves and certain other shipping firms asking that the decision of the Government to increase the Licence Fees for Lighters that do not ply for hire, may be reconsidered.

2. In reply, I am to point out that in the past no distinction has been made in the matter of licence fees between cargo boats that ply for hire and lighters that do not; that the fees now imposed are not considered excessive and that the Government regrets that it cannot see its way to reduce them.—I am, &c.,

F. H. MAY,

Colonial Secretary.

Messrs. Jardine Matheson &amp; Co., Ltd.

Hongkong, 21st May, 1908.

Dear Sir,—With reference to our letter to the Colonial Secretary of the 1st May, we have now to enclose for your information copy of his reply to same, dated 20th instant, which cannot be regarded as satisfactory. We think that copies of correspondence might, with advantage, be laid before the local Chamber of Commerce, but before taking these steps we await an expression of your views.—We are, &c.,

JARDINE MATHESON & Co., LTD.  
Messrs. the Peninsular and Oriental Steam Navigation Co.  
Messrs. BUTTERFIELD & SWIRE.  
Messrs. SHEWAN TOMES & Co.

Hongkong, 22nd May, 1908.

Messrs. JARDINE MATHESON & Co., LTD.  
Dear Sir,—Replying to your letter of yesterday with reference to the question of Fees on Foreign Lighters, we quite agree with you that the reply of the Colonial Secretary is not satisfactory, and we also think with you that the correspondence might with advantage be laid before the local Chamber of Commerce. The Colonial Secretary purposely avoids the point in our letter; we are quite aware that no distinction has been made in the past between cargo boats that ply for hire and lighters that do not, but our main point is that we con-

sider the new fees altogether excessive for the private craft in question, with their limited usefulness, and we are unable to recognise any reason for the increased charge suddenly brought into force.—We are, &c.,  
BUTTERFIELD & SWIRE.

Hongkong, 22nd May, 1908.

Messrs. Jardine Matheson & Co., Ltd.  
Dear Sir,—In reply to your favour of yesterday's date handing copy of letter addressed to your good selves, we approve of placing copies of the correspondence on this subject before the local Chamber of Commerce.—We are, &c.,

SHEWAN, TOMES &amp; Co.

Peninsular &amp; Oriental Steam Navigation Co.,

Messrs. Jardine, Matheson &amp; Co., Ltd.

Dear Sir,—I beg to acknowledge the receipt of your letter of the 21st instant enclosing copy of the Government's reply to our letter of the 31st ultimo.

It appears to me that the answer given by the Government is practically no reply to our petition.

Because no distinction has been made in the past between Cargo Boats that ply for hire, and those that do not, it would appear that a time has arrived when some distinction might be considered necessary on taxes being increased one hundred fold.

A difference in taxation is made between vehicles that ply for hire and those that do not and this seems to apply in our case.—I am, &c.,

F. J. ABBOTT,

Acting Superintendent.

After some discussion it was decided that the Secretary should draft a reply to the Government supporting the views of the Shipping Companies interested in the matter with a view of obtaining, if possible, the concession asked for by such Companies in regard to lighters not plying for hire.

## Intimations.

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that Messrs. MAN MING KOK, carrying on business at Victoria, in the Colony of Hongkong and elsewhere as Druggists, have, on the 5th day of May, 1908, applied for the Registration in Hongkong, in the Register of Trade Marks, of the following Trade Mark:

The representation of three Chinese children sitting on the ground, the one in the middle is depicted holding a Chinese tea-cup. On one side is the representation of a man (supposed to be a doctor) standing with his hand in his pocket looking at the children. Above which are written three Chinese characters 文明閣 reading Man Ming Kok.

In the name of MAN MING KOK, who claim to be the proprietors thereof.

The Trade Mark has been used by the applicant since the month of November, 1906, in respect of the following goods:—

LIQUID MEDICINE and MEDICINAL

POWDER and PILLS in GLASS 3.

A Facsimile of the Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong, and also at the Office of the Under-Secretary.

Dated 22nd day of May, 1908.

JOHNSON, STOKES & MASTER,  
Solicitors for the Applicants,  
8, Des Vœux Road Central,  
Hongkong.

[59]

NAVY CONTRACT.

TENDERS are invited for the SUPPLY OF MISCELLANEOUS MATERIALS (Firewood, Lime White, Charcoal, &c.), from the 1st August, 1908, to H.M. Dockyard, Hongkong.

Forms of Tender can be obtained on application to the NAVAL STORE OFFICER, H.M. Dockyard, Hongkong, and should be returned not later than Noon on 27th July, 1908.

A Deposit of One Hundred Dollars (100) will be required when applying for tender forms. This will be returned if the tender is declined.

The lowest or any Tender not necessarily accepted and the right is reserved of accepting any portion of a tender.

Hongkong, 22nd July, 1908. [602]

COLONIAL SECRETARY'S DEPARTMENT.

No. 492.

WITH reference to Government Notification No. 81 of 9th December, 1907, which is hereby cancelled, it is notified that on and after the 1st January, 1909, the Fees (payable monthly) at Queen's College, will be as under:—

Classes I, II and III .....\$48 per annum.

Classes IV, V and VI .....\$24 per annum.

F. H. MAY,

Colonial Secretary.

Hongkong, 18th July, 1908. [684]

LEE YEE

HAIR DRESSING SALOON.

HAS ALWAYS ON HAND

CIGARS, CIGARETTES

AND

TOILET REQUISITES

FOR SALE.

12, D'AGUIAR STREET,

HONGKONG.

Hongkong, 2nd September, 1907. [61]

## Intimations.

YOU WILL NOT be deceived. That there are cheats and frauds in plenty everybody knows; but it is seldom or never that any large business house is guilty of them, no matter what line of trade it follows. There can be no permanent success of any kind based on dishonesty or deception. There never was, and never will be. The men who try that are simply fools and soon come to grief—as they deserve. Now many persons are, nevertheless, afraid to buy certain advertised articles lest they be humbugged and deluded; especially are they slow to place confidence in published statements of the merits of medicines. The remedy known as

WAMPOL'S PREPARATION.

is as safe and genuine an article to purchase as flour, silk or cotton goods from the mills of manufacturers with a world-wide reputation. We could not afford to exaggerate its qualities or misrepresent it in the least; and it is not necessary. It is palatable as honey and contains the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry; and how valuable such a blending of these important medicinal agents must be to plain people. It is beyond price in Anemia, Insomnia, Weakness and lack of Nervous Tone, Poor Digestion, Wasting Diseases, La Grippe, Lung Troubles and Blood Impurities. Science can furnish nothing better—perhaps nothing so good. Dr. W. H. Dille, of Canada, says: "I have used it in my practice and take pleasure in recommending it as a valuable tonic and reconstructive." It is a remedy that can afford to appeal to its record and represents the science and knowledge of bright and aggressive medical investigation. Effective from the first dose. "You cannot be disappointed in it." Like all good things it is limited. Sold by chemists throughout the world.

PABST BREWING COMPANY,  
MILWAUKEE.

## FRESH SUPPLIES

ALWAYS KEPT IN STOCK

BY

SIEMSEN &amp; Co.,

Agents for

HONGKONG &amp; SOUTH CHINA.

Hongkong, 20th July, 1907. [51]

## COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD. have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

WM. FARLAEN,

Manager.  
Hongkong, 22nd June, 1908. [61]

## TYPEWRITERS

## A SPECIALITY

OVER TEN YEARS' EXPERIENCE

OF

CLEANING, OVERHAULING,

and REPAIRING

ALL BROKEN PARTS.

SATISFACTION GUARANTEED.

ALSO

FOR SALE and HIRE.

MODERATE CHARGES.

## MOTOR

## LAUNCHES

ON HIRE

AT BLAKE PIER.

A GREAT BOON TO PASSENGERS

TO and FROM STEAMERS

AND

ALSO ROUND THE ISLAND FOR

PICNIC PARTIES, &amp;c.

Fares from \$2 per Hour.

## HUMBER CYCLES

AGENCY.

## DRAGON CYCLE

DEPOT.

33 &amp; 35 DES VŒUX ROAD.

Hongkong, 18th June, 1908. [61]

## Auction.

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

## PUBLIC AUCTION.

For account of the Estate of the late Colonel Martin,

on

WEDNESDAY,

the 29th July, 1908, at 3.30 P.M., at their Sales Rooms, No. 8, Des Vœux Road,

SUNDRY GOODS AND EFFECTS,

belonging to the above Estate.

TERMS:—As usual.

HUGHES & HOUGH,  
Auctioneers.

Hongkong, 18th July, 1908. [685]

## To Let.

## TO LET.

GODOWN No. 14, DUDDELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 8th May, 1908. [490]

## TO LET.

NOS. 4 and 8, 'LEIGHTON HILL ROAD.

Apply to—

HONGKONG AND KOWLOON LAND AND LOAN CO., LTD.

No. 8, Queen's Road West.

Hongkong, 30th March, 1908. [126]

## TO LET.

A HOUSE in KRUTSFORD TERRACE, Kowloon.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 9th June, 1908. [195]

## TO LET.

FIRST FLOOR of No. 6, QUEEN'S ROAD CENTRAL, containing 6 Rooms and Servants' Quarters.

Apply to—

DAVID SASSOON & CO., LTD.

Hongkong, 22nd May, 1908. [557]

## TO LET.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Vœux Road Central (formerly occupied by Messrs. Shewan, Tomes & Co.)

Apply to—

THE COMPTON DEPARTMENT, E. D. SASSOON & Co.,

Queen's Road Central.

Hongkong, 9th June, 1908. [188]

## TO LET.

SHOP and DWELLING HOUSE, No. 78, QUEEN'S ROAD CENTRAL.

ONE ROOM in PRINCE'S BUILDING, Top Floor.

Apply to—

S. J. DAVID & Co.,

Prince's Building.

Hongkong, 18th June, 1908. [159]

## TO LET.

'HATHERLEIGH' CONDUIT ROAD.

A HOUSE in WONG-NEI-CHONG ROAD.

A HOUSE in RIFON TERRACE.

OFFICES in YORK BUILDING.

GODOWNS in PRAYA EAST, BLUE BUILDINGS, and No. 108, DES VŒUX ROAD next to the Hongkong Hotel.

## Intimations.



A. S. WATSON &amp; CO., LIMITED.

ESTABLISHED A.D. 1841.

## OUR AERATED WATERS

are guaranteed ABSOLUTELY PURE, being manufactured with the FINEST INGREDIENTS OBTAINABLE. These Waters are manufactured UNDER THE PERSONAL SUPERVISION OF ENGLISH EXPERTS.

The most up-to-date Automatic Plants and Appliances are employed, ensuring ENTIRE ABSENCE OF ANY FORM OF CONTAMINATION.

## THIS SEASON'S SPECIALITIES

LIME FRUIT CHAMPAGNE, DRY GINGER ALE

in Splits:

Price \$1.20 per dozen.

Credit given of 60 cents per dozen for bottles returned in good condition.

## WATSON'S FRUIT SYRUPS

Mixed with Aerated or plain water make

DELICIOUS COOLING DRINKS.

Guaranteed to be made from the PURE JUICE OF SOUND RIPE FRUIT.

A. S. WATSON &amp; CO., LIMITED,

HONGKONG, CHINA &amp; MANILA.

Established 1841.

Hongkong, 18th July, 1908.

[33]

## The Hongkong Telegraph

HONGKONG, THURSDAY, JULY 23, 1908.

## THE PERPLEXING SITUATION IN JAPAN.

News from Japan at present is principally concerned with the financial situation which is far from being satisfactory, although it has improved very considerably since the beginning of the year. The vernacular Press, especially that portion of it which represents the views of representative financiers, appears to attribute the continued depression to the mismanagement of the last Cabinet, but no definite faults are laid at the door of the ex-Premier Marquis Saionji. Everybody is looking to the new Government to relieve the stress and ease the position, but exactly how that end is to be attained is somewhat obscure. The new Cabinet, we are told, is credited with the intention of making sweeping changes in the national finances, which is bound to have a favourable effect on the general situation. In a commercial article the *Kobe Herald* observes that in view of the cause of the fall of the Saionji Cabinet, Japanese papers believe that the new Katsura Cabinet cannot but work with the above mentioned purpose. At any rate, the formation of the new Cabinet will have very great influence on a change in the money market. All the papers agree in attributing the cause of the financial depression to the Government's mismanagement. The *Jiji* and *Chugai Shogyo Shimpo* severely criticise the authorities for the Government monopoly of various businesses. They state that the financial depression is largely attributable to the increase of national loans, and as that increase has been effected by extraordinary means only. They suggest that, first of all, the nationalised railways and some monopolised business should be returned to the public. It is somewhat difficult to understand what is meant by returning the nationalised railways to the public. From the British point of view,

when the State takes over a railway it is equivalent to the public becoming proprietors, but it may be that the reference is solely to monopolies. This would appear to be the case from the tenor of a remark made by one of the vernacular papers to the effect that the Government prevented foreign capital from being introduced into the Empire by its predisposition to monopolise private businesses, with the result that the financial depression was made more acute. The same paper urged business men who had been elected as members of the House of Representatives to press the Government to comply with the public desire. "At any rate," continues our contemporary, "everything tends to indicate that the slow progress of the restoration of normal financial conditions, despite another excess of imports over exports in the first ten days of the present month, reveals incompetence on the part of the Government. Regardless of the depression, a number of companies have been able to propose dividends at the rate of 10 or 20 or even 30 per cent per annum. The daily revenue of the railways, the amounts of the deposits in the banks and postal savings banks are increasing, while the price of commodities shows a tendency to decline." There is surely something anomalous in such a condition of things. The Government is at its wit's end to raise sufficient revenue to meet the interest on foreign loans and at the same time to provide for the national services, and it seems impossible to increase the already high taxation without crippling trade. Yet the revenue of the railways is increasing and the sums at the credit of depositors in the savings banks is growing, while the price of food-stuffs is decreasing. One of the first signs that a country is financially stricken and that the burden of taxation is weighing down the people is found in wholesale withdrawals from the savings banks which are patronised by those who have only small sums to invest. In Japan the very opposite seems to be the rule. When money is tight and people are without means they usually desert from travelling, preferring to carry on their negotiations through the medium of the post-office, thereby saving the cost of the fares and permitting them to keep a personal grip of their business. Not so in Japan apparently. The reduction in the price of commodities may be due to a variety of reasons. It is possible that merchants are selling off their goods at a minimum cost in order to obtain ready money, while native dealers are content with smaller prices for their products owing to the general scarcity of liquid cash. But from whatever standpoint the subject is viewed it is perplexing. Referring to Kobe in particular, our contemporary states that: "At the end of the first half of the year, the Banks were still too timid to make further advances. They were content to make further advances on securities in their possession. At the same time, owing to the unfavourable condition of general trade and commerce, only a few persons have asked the Banks for funds. Having money in hand, some banks are sending cash to their head offices. The rate of discount is still as high as from 2.5 per cent and 2.7 per cent per 100 per day." So there again the situation becomes inexplicable. The banks have so much money in hand that they find themselves in the quandary of not knowing how to dispose of it. And yet the financial situation of the kingdom was so desperate a few months ago that innumerable schemes were being devised to relieve the strain. The last Government tottered to its fall because it was unable to discover a way out of what appeared to be a *cul de sac* and the new Government is faced with the problem of financial reform, while all the time money is going a-begging. The same thing applies to the great commercial centre of Osaka. We read: "The advances of the Osaka branch of the Bank of Japan have dropped to Y4,000,000, while the amount of deposits has increased to Y5,200,000, this being the best return for some time past. Consequently the discount rate has fallen by one rin or half a rin, with the result that it is now at between 2.4 per cent and 2.5 per cent per 100 per day. The rate of interest on call money is 1.8 per cent for short terms and 2.2 per cent for long terms." The fact seems to be that the people, the merchants of Japan, has not yet recovered their nerve after the panic which followed the wholesale closing of the smaller banks in the provinces. The substantial banking institutions are also chary in the matter of advances, and the result is that everybody is looking to somebody else for the impulse which will lead to renewed prosperity. Such a state of affairs is no doubt natural, but if it is continued for any length of time it may work as much harm as would an unlimited readiness to accommodate budding industries. When the bankers and merchants regain confidence in their operations we fully believe that Japan will enter on a new era of prosperity, because the experience of the past year or two will not quickly fade away and future operations will be conducted on a sound basis. With regard to the position of the new cabinet no programme has yet been enunciated, but Japanese financiers are doing their best to assist the Government. At a recent dinner at which several of the leading business men of the Kingdom were present a discussion took place

on the question of the rehabilitation of Japan's finances. It was held that the existing commercial depression is due rather to the Government's mismanagement of the finances than to purely economic causes, and resolutions were passed to the following effect:—1.—At present the principal of the national loans is being repaid at the rate of Y7,000,000 annually out of the sinking funds. The amount repaid annually should be increased by about Y20,000,000, and the sinking fund accounts should be made public. 2.—An extension of the railway is essential, but in the first instance the existing lines should be improved, in order to make them perfect communication organs. 3.—A careful investigation should be made with regard to the existing tariff revision. An independent Customs account should be established. That does not seem to carry the matter much farther, but it shows how anxious the country as a whole is to reach a position of financial security.

## LOCAL AND GENERAL.

REUTERS' telegrams, Canton notes, cricket sessions and a report of yesterday's polo match are printed on the seventh page.

SEVERAL shops along the Praya East and Jardine's Bazaar were flooded inched deep this afternoon, the result of the heavy rain.

A HUGE rock, becoming loosened by the rain this morning, crashed down from the hillside above Bowen Road to-day. No damage was done.

WHETHER we have to thank the heavy rains of the past week for the cleansing of the city and the consequent decrease in the returns of communicable diseases or not, it is satisfactory to note that for the second time within a few days no fresh case of plague was recorded by the Sanitary Department as having occurred during the last 24 hours.

## THE WEST RIVER FLOODS.

VICEROY THANKS HONGKONG LEGISLATIVE COUNCIL.

At a meeting of the Legislative Council this afternoon, His Excellency the Governor said:—A few days ago this Council voted a sum of \$30,000 for the relief of the distress in South China. That sum was duly forwarded through the Consul-General to the Governor-General of the two Kwang Provinces, and I have just received an acknowledgment from the Consul-General to the dispatch with which it was sent. I will read it to you.

"With reference to my despatch No. 104 of the 15th, I have now the honour to enclose copy of despatch which I have received from the Viceroy in which His Excellency requests me to convey to your Excellency his deep sense of gratitude for the munificent donation voted by the Hongkong Legislative Council at your Excellency's instance from the revenue of the Colony as a contribution towards the relief of the sufferers from the recent disastrous floods in Kwangtung and Kwangsi. The cheque has been handed to the Prefect of Canton for transmission to the Charitable Guilds to whom the distribution of organised relief has been entrusted."

The enclosure is in Chinese and I am not competent to read it, nor do I think hon. members will expect me to do so. Hon. members will see that among the papers is correspondence relating to the West River floods.

## RAINSTORM IN HONGKONG.

LANDSLIDE IN BATTERY PATH.

As the result of the tremendous and incessant rainfall which has prevailed in Hongkong for nearly a week, the city in many parts is practically knee-deep in water. There is scarcely a single thoroughfare in which the drains have not burst through the manholes while the nullahs are overflowing in every direction. Many of the water mains have burst on account of the pressure. This afternoon a huge landslide occurred in Battery Path, completely blocking the roadway. The streams of water from the higher level had evidently percolated through the loose strata and in consequence the roots of several of the large trees overhanging Battery Path were undermined and ultimately fell with a crash on the roadway. Fortunately, it does not appear that anyone was injured as a result of the accident. In other parts of the city minor landslides have followed the persistent downpour, which up to the present shows no signs of cessation. With regard to Battery Path residents from the Peak were put to great inconvenience in reaching the city. The chairs had to take long roundabout routes, which added to the discomfort of the journey, especially as a strong driving wind swept the rain through the curtains.

A number of private gardens, especially in the upper levels, was inundated. In Queen's Road, where the drains were unable to carry the huge volume of water, the street was rendered impassable to pedestrians during the continuance of the heavy rain. In places roads have been several inches under water. Through a number of the retaining walls on Caine and Robinson Roads, as well as on Conduit, Bowen and Macdonnell Roads, the water poured like little fountains. Down the flights of stone steps at the junction of Shelley and Peel Streets with Caine Road, the water rushed down to explosive speed. The incline from "Fairview" to Robinson Road presented a picturesque sight as did also "Glenelg" ravine where the water formed miniature cascades. The surface of the roads unprotected by concrete has been washed away in several places, and little trenches have been formed along the side channels which will require the attention of the Public Works Department.

## LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was held in the Council Chamber this afternoon. Present:—His Excellency the Governor, Sir Frederick Lugard, K.C.M.G., Hon. Mr. F. H. May, C.M.G., (Colonial Secretary), Hon. Mr. L. A. M. Johnston (Colonial Treasurer), Hon. Capt. Basil R. H. Taylor, R.N., (Harbour Master), Hon. Mr. E. A. Irving (Registrar General), Hon. Dr. Ho Kai, M.B., C.M.G., Hon. Sir Henry Berkeley, Hon. Mr. H. B. Pollock, K.C., Hon. Mr. Wei Yuk, C.M.G., Hon. Mr. Murray Stewart, and Mr. C. Clementi (Clerk of Council).

## ABSENTEE.

His Excellency Major-General Broadwood, C.B.

Hon. Mr. W. Rees Davies (Attorney General), Hon. Mr. W. Chatham, C.M.G., (Director of Public Works).

Hon. Mr. H. A. W. Slade.

## MINUTES.

The minutes of the last meeting were read and confirmed.

## FINANCE.

The Colonial Secretary laid on the table the report of the Finance Committee (No. 12).

## PAPERS.

The Colonial Secretary, by direction of the Governor, laid on the table the following papers:—

Report of the Inspector of Schools for the year 1907. Reports on the health and sanitary condition of the Colony of Hongkong, for the year 1907. Correspondence relating to the West River floods.

## FINANCIAL MINUTES.

The Colonial Secretary laid on the table Financial Minutes Nos. 13 to 40. It was agreed that they be referred to the Finance Committee.

Mr. Pollock said he wished to draw attention to the fact that a notice was sent to hon. members only two days ago referring to votes 33 to 36 only. Now on coming to the Council they found 36 struck out and 40 substituted, and they found among the extra Financial Minutes a minute involving a very large amount indeed—namely, a proposed vote of \$15,000 in aid of the vote Public Works Extraordinary, Mongkokki Breakwater—typhoon refuge for small craft. He did not think that a vote of that magnitude should be suddenly sprung up in the Council at the last moment, a vote which was not included in any way in the notice which was sent out. He did not think therefore that they ought to be asked to pass the vote at that meeting.

The Colonial Secretary said the hon. member seemed to be under a misapprehension. It was not intended to ask the Council to vote the sum this afternoon; it was only proposed to refer it to the Finance Committee where he would have much pleasure in giving the hon. member and other hon. members every information on the subject. He regretted that the minute did not appear on the orders of the day. The object in putting it forward was that the Council might have the earliest possible information of the liability the Government had incurred.

His Excellency the Governor remarked that no doubt Mr. Pollock would be satisfied with the explanation which the Colonial Secretary had made. This was always a *pro forma* vote and they were anxious that it should come up now, so that full consideration should be given to the vote. The session was rapidly drawing to a close and it was desirable that this question should be settled as soon as possible. Any objections or questions which hon. members might desire would be given in committee when the vote could be deferred if necessary. The matter then dropped.

## WIDOWS' AND ORPHANS' FUND.

Mr. H. B. Pollock, pursuant to notice, asked the following question:—With reference to the statement in paragraph 5 of the despatch of the Officer Administering the Government to the Secretary of State, dated the 24th June, 1907, to the effect that "the great majority of the contributors, and all the directors, except the chairman, were opposed to the transfer of the Fund," will the Government state whether, any, and if so, how many of the contributors, who were then opposed to the transfer of the fund, have given notice to the Government of any alteration of their views on the subject? The Colonial Secretary replied: There are 610 subscribers on the list, all except pensioners and the Shanghai Post Office Staff, officers in some outstations, and those on leave have been asked to express their views. Returns are in most cases complete. Four hundred and six have either expressed their approval or stated they had no objection to the transfer. Thirty-seven have objected. It is impossible to say how many of those who, in favour, opposed it before. It is probable that all have altered their views. Thus it will be seen that 167 have given no opinion. If they all opposed there would still be a majority of 232 in favour of the Government's proposals. Mr. M. Stewart, who had given notice that he would ask the following question:—

"Have the Government taken steps to ascertain the individual wishes of contributors to the Widows' and Orphans' Fund, with regard to the Government's proposal to take over that Fund; and, if so, will the Government inform the members of this Council how many subscribers are for and how many against that proposal?"

After the reply to Mr. Pollock's question, I do not consider it necessary to put my question to the Colonial Secretary.

## EVIDENCE ORDINANCE.

The Colonial Secretary moved the first reading of the Bill entitled An Ordinance to amend The Evidence (Colonial Statutes) Ordinance 1902. The amending clause in the Bill reads:—Volume 11 of the revised edition of the Ordinances of Hongkong prepared under the authority of the Statute Law (Revised Edition) Ordinance 1900 and comprising the Ordinances No. 1 of 1897 to No. 1 of 1907 inclusive, shall be deemed to have been and to be amended by the Government printer of the Colony of Hong-

kong and Messrs Waterlow & Sons, Limited, London Wall, London, the printers of the said volume shall be deemed to have been appointed the Government printers of the said revised volume of Ordinances within the meaning of The Evidence (Colonial Statutes) Ordinance, 1902.

## WIDOWS' AND ORPHANS' BILL.

The Colonial Secretary, in moving the second reading of the Bill entitled An Ordinance to provide for the Transfer to the Government of Hongkong of the Widows' and Orphans' Pension Fund and of the Management and Control of the Pensions of Widows and Orphans and to consolidate the laws in relation thereto, said:—The correspondence that has been laid on the table shows the reasons for the proposals of Government embodied in this Ordinance, which is to effect that in return for the contributions of contributors to the Widows' and Orphans' Fund, consisting in a 2% deduction from their salaries, the Government should take over the Fund and guarantee the payment of the pensions thereunder which are calculated on the basis of 6% compound interest upon the monies in the Fund. The object for which the Widows' and Orphans' Pension Fund was instituted in 1891 was to oblige officers of this Government to make provision for their widows and orphans, since the pension which officers earn under the rules of the Colonial Service are payable to officers only and not to their widows and children. The necessity for such a fund was demonstrated in this Colony in the years prior to 1895, when application to Government and, indeed, to the Public of this Colony for charitable relief of the widows and orphans of deceased officers were of very frequent occurrence. Officers, who joined the Service prior to the institution of the fund, had the option of joining it. Officers, who joined after 1891, were obliged to join as a condition precedent to their appointment. Now it will be asked why does the Government wish to take over the fund? The answer is that the object of the Government is primarily benevolent. It is very desirable that the solvency of the fund should be assured. Now, under the existing Ordinance, Government is bound to pay 6% compound interest on the monies belonging to the fund. As long as there is a surplus of assets over liabilities such contribution by Government is sufficient. But if, as might happen at some future time, there were a deficit instead of a credit balance, the deficit would increase since the Government contribution of interest would be calculated on a sum smaller than that needed to meet the future liabilities of the fund. The Government contribution would, in fact, be less than that needed to maintain the equilibrium between assets and liabilities. In the contingency of a deficit one of three things would have to happen: Either the fund would become bankrupt which would be a calamity for the many dependent on it; or contributions would have to be increased; or pensions would have to be reduced. Both these latter remedies would involve much dissatisfaction and are to be avoided if possible. Secondly, the Government by taking over the fund avoids the actual payment of interest on balances should such exist. Thirdly, uniformly with the systems obtaining in the Civil Service of Ceylon and in the Civil Service of the affiliated colony of the Straits Settlements is obtained. The advantages to the contributors to the fund are that they are assured of the solvency of the fund; of the permanency of their rate of contribution; and of the payment of pensions under the more favourable tables attached to this Bill—tables which the Secretary of State considers the Government guarantees of the fund justify. In addition, the fund is relieved of the heavy expense of periodical valuations by very highly paid actuaries, such valuations being obviously necessary while the fund is not guaranteed. The following direct advantages are contained in this Bill and with the new pension tables constitute its principal difference from the Ordinances which it supersedes:—(a) Bachelors, who are dismissed the Service, or who die, have 50% of their contributions returned to them or to their legal representatives as the case may be. (b) Widowers, in the event of death of their wives, without children, or leaving children beyond the pensionable age, are permitted to cease their contributions on leaving the Service and obtain a refund of 50% of their contributions from the date of their wives' deaths or of their children exceeding pensionable age. (c) Compound interest at 6% is allowed in calculating the contributions of bachelors. This is a valuable privilege especially in the case of those officers who have served for a considerable period before marrying. (d) The new tables attached to this Bill are more favourable by from 15% to 20% in the case of the average officer who has joined the Hongkong Service, and the fund, at the beginning of his career. On the other hand, the officer who joins the Service over the age of 40 will probably not get so good a pension for his widow and children under the new tables as under the old ones. But it is provided that officers already in the Service shall not get less. The object is to prevent the fund being unduly burdened by large pensions to the widows of highly paid officers who join this service late in life. Let me now turn for a moment to the objections that have been raised by the minority to the taking over of the fund by Government. First of all, there are the bachelors who object to be mulcted for the benefit of their married colleagues. They are of two classes. The young and gay, whom I will designate the "Bachelors' Brigade," of whom it may be safely predicted that they will all marry as soon as they can, and make up their minds which particular woman among the many they devote their attention is likely to taste the sweetest over a period of years. The other is the smaller company of would-be monopolists. Any woman will tell you that there are few men to be had in the little order of bachelors. It remains to predict how many will join the common class

plains, if and when they meet the right girls, and the latter are favoured with opportunity. Then you have a small set who disbelieve in disease or death. These hope for immortality. One can only say their belief. But all some of them refuse to die, we cannot well make exception in their favour. Then you have a squad which advocates provision of a capital sum for the maintenance of the widow instead of a pension. Now to this class I will speak a word of warning. The thing has been tried at home in the Workmen's Compensation Act and has proved a failure. Experience shows that none are so extravagant as widows left with a lump sum of money and it has been observed that what they delight to waste their resources on is the acquisition of a new and, as they think, more eligible husband. Now I am quite sure that no married contributor of the Hongkong Widows' and Orphans' Pension Fund would contemplate with equanimity the prospect of his widow falling into the arms of another man. Then you come to the individual who considers that if the Fund remained as it is, it might be possible to increase the pensions, owing to excess of contributions over pensions. It is extremely difficult to convince this class that in advancing this doctrine they are calling in question the calculations of the expert actuaries who valued the Fund in 1906, and the advice which the Secretary of State has since received from his actuaries. Now, Sir, as has been explained in the Secretary of State's despatch, the accuracy of the pension tables depends on two factors, namely, the closeness of the approximation of the mortality experienced and that assumed in the mortality table; and secondly, the accuracy of the actuarial process by which the pension tables are deduced from the mortality table and the rules of the Fund. Let me give an example of how an actuary would value our Fund. He would take each individual contributor and make a creditor and debtor account for him. On the credit side, he will put down the contributions already received from him, accumulated at six per cent compound interest, and also the calculated value of any future contributions. On the debit side he will put down the calculated value of any prospective pension to widow and children. This value, most of course, be calculated by estimating the probability of the contributor dying in any one year; the probability in the event of his death of his wife being alive and the expectancy of her pension. Now I do not suppose that anyone will call in question the actuarial process by which the calculations are made. Life insurance companies never presume to do so. It will be seen, therefore, that the determining factor in fixing the accuracy of the calculation is the accuracy of the mortality table. Owing to its peculiar conditions it is impossible and always will be to get accurate mortality tables for Hongkong. Men don't spend their lives here. That is the real reason. Therefore actuaries have been compelled to adopt the mortality tables of other colonies and they are very reluctantly to adopt others. If they wished to a sufficient number of lives would have to be traced. The errors in calculation of the tables naturally decrease the larger the number of lives investigated. The members of the Fund are a small community and to obtain tables of any degree of accuracy it would be necessary to obtain the statistics of the lives of contributors including the lives of their wives and children, in many thousands of examples. There is another element of uncertainty. It is exchange. The Fund is a dollar fund since contributions are paid in dollars. But it has large and will have larger sterling liabilities. A substantial reserve must be kept to guard against fluctuations in exchange. For these reasons it is impossible to hope for better pensions than are now offered. Lastly there is the objection who objects that the Fund should be valued before Government takes it over and not after. Now, the pension tables under the existing Ordinance are different to the tables and the Bill now before Council. The Secretary of State has promised that there shall be valuation after this Bill becomes law under the new tables for the purpose of ascertaining if any balance is available for distribution among the present subscribers in the shape of bonuses on the pension. These would thus have to be two valuations, which would be a heavy expense to burden the fund with. And for the reasons stated above a valuation now without any real experience of the mortality among subscribers to the Hongkong Fund would not throw any material additional light on the matter. It may be objected that in such case the Government incurs a risk in taking over the Fund. Well, it cannot be denied that it incurs a responsibility. Whether the risk or not turns on the point whether the mortality experience of Ceylon is too favourable. In other words whether Ceylon is a healthier place to live in than Hongkong. I think that it may fairly be assumed that there is probably little difference and that therefore Government does not incur undue risk in guaranteeing the pensions calculated in the tables attached to this Bill.

Mr. Stewart said the speech to which they had just listened was an instructive comment on the correspondence which was laid on the table a week ago. In that correspondence it appeared to him to be to be found all the facts to which their attention had been drawn, and it was to say the least of it, remarkable that the significance of these facts had been so long in impressing themselves on the minds of the officials of this Council including the Colonial Secretary. In his letter of the 24th June, 1907, he referred to the fact that the contributors felt that the Hongkong fund had such a favourable start and was accumulating so rapidly that they might confidently look forward to the possibility of an increase in the pensions even on the Ceylon rates if the fund was kept separate. The Colonial Secretary did not dissent from that view and that view was shared with even greater force by the actuaries by the direction of the fund, and by the committee that was appointed to go into the circumstances

of the fund and which was signed by members of the Council. It was not a criticism which described this change of attitude as a remarkable conversion. They now learned that the majority was in favour of the proposals which a year ago were regarded as iniquitable. If the majority were in favour of the scheme on what ground could it be opposed? He proposed that the matter be postponed till the 10th of January, 1907, he stated that it was desirable that contributors should not feel that they had a grievance. Personally he would add—not even a minority of the contributors. Mr. Stewart discussed the correspondence at some length and remarked that if the scheme was advantageous to the civil servants it might be otherwise to the taxpayers. The Hongkong public should know exactly what liability they were likely to incur by taking over the pension fund. He could not realize the necessity for hurry and moved that the second reading be postponed.

Mr. Hollock supported the proposal for postponement. The Colonial Secretary, in a very lengthy reply, recapitulated the arguments used in his opening speech. His Excellency the Governor, remarking on Mr. Stewart's speech, observed that it was desirable that the conditions of the Civil Service in Hongkong should be brought into uniformity with those of other colonies. The second reading was passed unanimously.

**APPOINTMENT.**  
The Council then adjourned till Thursday next.

**FINANCE COMMITTEE.**  
A meeting of the Finance Committee was held immediately after the meeting of Council the Colonial Secretary presiding. It was agreed to recommend that the following votes be adopted by the Council:—

**LIGHTHOUSES.**  
A sum of four thousand six hundred and seventy dollars in aid of the vote, Public Works, Recurrent, Maintenance of Lighthouses.

**INCIDENTAL EXPENSES.**  
A sum of three hundred dollars in aid of the vote, Colonial Secretary's Department and Legislature, Other Charges, incidental expenses.

**QUARANTINE STATION.**  
A sum of eight thousand five hundred dollars in aid of the vote, Public Works Extraordinary, Quarantine Station.

**COMPENSATION.**  
A sum of fifteen thousand dollars in aid of the vote, Public Works, Extraordinary, Public Health and Buildings Ordinance, 1903 compensation.

**THE "HYGIEA."**  
A sum of five hundred dollars in aid of the vote, Medical Department, B.—Hospital and Asylums, Infectious Hospitals, Hospital Hulk Hygiea, for the following items:—

**Personal Emoluments.**  
Temporary Staff ..... \$200  
Other Charges .....  
Provisions, &c. .... 300  
Total ..... \$500

**FORESTRY.**  
A sum of two thousand dollars in aid of the vote, Botanical and Forestry Department, Other Charges, Forestry in New Territories, Tai Po.

The Governor recommends the Council to vote a sum of two thousand dollars in aid of the vote, Public Works Extraordinary, Staff Quarters, Tai Po.

**TYPHOON REFUGE.**  
A sum of one hundred and eighty-six thousand five hundred dollars in aid of the vote, Public Works Extraordinary, Mongkok Tsui "Breakwater"—Typhoon Refuge for Small Craft.  
This was all the business.

### \$200 VANISHED.

**RESPECTABLE-LOOKING CHINAMAN ACCUSED OF FORGERY.**

Before Mr. J. H. Kemp, presiding in the Police Court, this afternoon, a respectable-looking young Chinaman named Chan Kai, alias Cheung Kam Ping, about twenty-two years of age, unemployed, was indicted on three counts of forging a promissory note, by which means he is alleged to have obtained the sum of \$2,000 from a merchant in Wing Lok Street.

The accused denied the charge. According to the prosecution defendant was supposed to have visited a certain merchant in Wing Lok Street on the 14th April last, and, representing himself as being an employee in Messrs. Tangku and Company, a French firm carrying on business at 17, Queen's Road Central, stated that the proprietor—a man named Kwok Mo Hoi—wanted a loan of \$2,000. The merchant said he would consider the matter, and asked defendant to return in a few days. When defendant called again two days later the merchant intimated that he had agreed to make the loan. Defendant, it was asserted, took him to Messrs. Tangku and Company's premises, and introduced the merchant to a man purporting to be Kwok Mo Hoi. The money was handed over, and a promissory note, signed by defendant and the alleged Kwok Mo Hoi, given. Some time later, having his suspicions aroused as to the genuineness of the transaction, he called at the office of Messrs. Tangku, and asked to see Kwok Mo Hoi. On this occasion the real Kwok Mo Hoi was present, and he said so. The merchant did not believe him, and described the Kwok Mo Hoi to whom he had given the loan. Then the fraud came out. The police were informed and a search for the two men allowed without result. Last month, however, the merchant met defendant in the street, and handed him over to the police. The other man with the pseudonym is believed to be somewhere in Canton.

Evidence was taken, and the case further adjourned.

Mr. G. E. Morrell, of Messrs. Golding, Taylor and Morrell, appears for the prosecution, and Mr. R. Sargent, of Messrs. Wilkinson and Co., for the defence.

## West River Floods.

### EARLIEST ACCOUNT CORROBORATED.

#### OFFICIAL REPORT OF DISTRESS AND DAMAGE.

The following correspondence relating to the West River Floods was laid before the Legislative Council by command of His Excellency the Governor, at the meeting (this afternoon):—

H.B.M. Consulate-General, Canton, July 2nd, 1908.  
Sir,—In reply to Your Excellency's despatch No. 170 of June 26th, which reached me on the 30th ultimo, I have the honour to state that I am not at present in a position to afford you any authoritative information concerning the floods and consequent famines in the valleys of the West and North Rivers.

The Governor-General, to whom I have applied for particulars of the areas inundated, the number of people rendered destitute by the floods and the extent of the damage done to the crops, has not as yet sent me any reply. He has, I understand, called for reports from the local officials in the districts affected.

At a recent meeting of British and American missionaries in Canton, a committee was formed who have made arrangements to send three priests, consisting each of one foreign missionary and several native pastors, up the West, North and East Rivers, respectively, with instructions to investigate the conditions prevailing in those districts. I have been promised a copy of their report, which is expected in about three weeks time.

I have requested His Majesty's Consul at Wuchow to furnish me with a report on the state of affairs in the West River valley above Wuchow.

I shall not fail to transmit to Your Excellency all the information I am able to obtain from the above mentioned sources—I have, &c.,

HARRY H. FOX,  
Acting Consul-General.  
His Excellency, Sir F. D. Lugard, K.C.M.G., C.B., D.S.O., &c., &c.,

H.B.M. Consulate-General, Canton, July 2nd, 1908.  
Sir,—In continuation of my despatch No. 94 of today's date, I have the honour to enclose, for Your Excellency's perusal, copy of a letter just received from Taitai Wen Tsung Yao, secretary to the Governor-General, together with a list in Chinese of the flooded districts in the West and North River valleys.—I have, &c.,

HARRY H. FOX,  
Acting Consul-General.  
His Excellency, Sir F. D. Lugard, K.C.M.G., C.B., D.S.O., &c., &c.,

Viceroy's Yamen, Canton, 2nd July, 1908.

Dear Mr. Fox,—As directed by you in your letter of the 30th ultimo, I send you herewith a list of the flooded districts in the West and North River valleys, as reported to the Viceroy by the local magistrates and the deputies sent out by His Excellency to investigate the condition of the flooded districts.

All the crops in these districts have been completely destroyed and about a million people are in a destitute condition which will last until the next crop comes round again about four months from now.

The Canton Government has sent a deputy with money and provisions to each of the flooded districts to co-operate with the local magistrates to give the sufferers as much relief as possible.

The Charitable Institutions are also very busy with their relief work. They have sent agents with provisions to all the flooded districts.—Yours sincerely,  
(Signed), WEN TSUNG YAO.  
His Honour, Consul-General Fox.

### LIST OF FLOODED DISTRICTS IN THE KWANGTUNG PROVINCE.

**NAM HOI DISTRICT.**  
Name of District. Name of Embankment. Size of Breach.  
Kong Po Sub-district. Kan Tsz Wai. Over 100 ft.

Do. Kam Sha Wai. Do.  
Wong Ting Sub-district. Ting Oa Wai. Over 200 ft. and another 500 ft.

Do. Pak Muk Long. Over 100 ft.  
Do. Fa Kong Wai. Over 100 ft.

Do. Shek Tin Tai. Do.  
Do. Wai. Do.

Ng Tau Sub-district. Pan Long Wai. Do.  
Do. Sha Kong Wai. Do.

Do. Ng A Hoi Wai. Over 40 ft.  
Do. Fu Li Wai. About 10 ft.

Kam Li Sub-district. Ho Long Wai. Unknown.  
Do. Tong Ha Chung Wai. Do.

Do. Mao Kau Wai. Do.  
Kau Kong Sub-district. Tung Chun Wai. Do.

**SAM SHUI DISTRICT.**  
Name of Embankment. Size of Breach. Remarks.  
Fui Kong Wai. Over 40 ft. More than 10 houses collapsed.

Ku Cho Wai. Over 600 ft. In 2 places: Over ten places burst & about 10 houses collapsed.

Sha Tau Wai. Over 100 ft. Do.

San Chun Wai. Over 300 ft. Do.  
Shek Pan Wai. Over 100 ft. Do.

Wong Kung Wai. Over 800 ft. In 3 places.  
Kau Chung Wai. Over 100 ft. Do.

Wing Fung Wai. Over 100 ft. Over 10 houses collapsed.  
Ohing Tong Wai. Over 300 ft. Over 60 houses collapsed.

Tseng Chau Wai. Over 100 ft. Do.  
Loi Tong Wai. Over 500 ft. Do.  
A Cheuk Wai. Over 300 ft. Do.

### CHING YUN DISTRICT.

Name of Embankment.	Size of Breach.	Remarks.
Tai Yau Liu Ki	250 ft.	Do.
Tseng Chun Po Ki	45 ft.	Do.
Tsai Sing Kong Ki	750 ft.	Do.
Sam Kok Ki	550 ft.	Do.
Shiu Shi Ki	320 ft.	Do.
Lan Shui Ki	40 ft.	Do.
Mao Tap Ki	450 ft.	In 7 places.
Ching Kong Hau Ki	100 ft.	Do.
Kong Tau Ki	430 ft.	Do.
Chik Koyng Ki	550 ft.	Do.
Kam Ting Ki	720 ft., 6' 0" ft., 470 ft., & 660 ft.	4 places.
Sha Shan To Shi Ki	40 ft.	Do.
Wau Tau Ki	7 ft. & 170 ft.	Do.
Sha Ki Wan Ki	200 ft.	Do.
Shan Ki Wan Ki	40 ft.	Do.
Wu Tau Wat Ki	120 ft.	Do.
Wai Ki heung Ki	300 ft. & 150 ft.	Do.
Wai Ki Ha Ki	430 ft., 200 ft. & 150 ft.	Do.

### FA YUN DISTRICT.

Name of Embankment.	Size of Breach.	Remarks.
Pak Nai Village	Do.	Do.
Chik Nai Do.	Do.	Do.
Kwok Tai Do.	Do.	Do.
Tan Po Do.	Do.	Do.
Ng Wo Do.	Do.	Do.
Pai Chus Do.	Do.	Do.
Shiu Mai Do.	Do.	Do.
Wong Ki Shau Village	Do.	Do.
Ma Po Au Village.	Do.	Do.
Shao Kai Do.	Do.	Do.

### KO YIU DISTRICT.

Name of Embankment.	Size of Breach.	Remarks.
To Kai Wai	Over 120 ft. wide by 15 ft. high.	Out of 120 houses 3 only have escaped destruction.
Ngo Tong Wai	Over 40 ft. wide by 10 ft. high.	Do.
Heung Shan Wai	Over 180 ft. by 20 ft. high.	Do.
Chik Tong Wai	Over 100 ft. by 17 ft. high.	Do.

Pung Tong Wai, 120 ft. by 20 ft. First breach at Pak Tong Tau and second at Tse Yung Kok.

110 ft. by 18 ft. First breach at Kun Ti Yu and 2 later ones at Tai Tam.

150 ft. by 15 ft. 130 ft. by 18 ft. Both breaches at Nam Heung Ki.

110 ft. by 18 ft. Saved by prompt action although partly inundated.

Kam Kai Wai. Over 300 ft. wide.

All houses adjacent to the above embankments with the exception of the last one have been destroyed.

**KUK KONG DISTRICT.**  
The City of Shiu Chau Fu flooded.

**VING TAK DISTRICT.**  
All that part of the district under the direct supervision of the Magistrate and the Kwong Hau Sub-district are entirely flooded.

**HCK SHAN DISTRICT.**  
Name of Embankment. Size of Breach.  
Tsuen Lok Wai. Over 600 feet.

Wong Chung Wai. 400 feet.  
Tai Kwai Wai. 230 feet.

Tak Kong Wai. 240 feet.  
Lung Wai. Do.

Shek Yin Wai. Do.  
Ku Kong Tam Wai. 350 feet.

**SZ WUI DISTRICT.**  
Name of Embankment. Size of Breach.  
Lung Fuk Wai. Over 400 feet.

Wong Kong Wai. 350 feet.  
Pan Huk Wai. 200 feet.

Tai Hing Wai. 170 feet.  
Ko Lo Wai. 720 feet.

**KO WING DISTRICT.**  
Name of Embankment. Size of Breach. Remarks.  
Sam Chau Wai. Over 50 ft. At Tai Wai Kok Ki.

Pak Huk Wai. Over 100 ft. At Sheung Kai Tan Ki.

Chan Ting Wai. Over 100 ft. At Sheung Tai Kong Keung Ki.

Tai Sha Wai. Over 500 ft. At Tai Sha Tau Ki.

H.B.M. CONSULATE-GENERAL, Canton, July 6th, 1908.

Sir,—I have the honour to enclose for Your Excellency's information copy of a report from His Majesty's Acting Consul at Wuchow on the subject of the recent floods in the West River valley.—I have, &c.,

(Sd.) HARRY H. FOX,  
Acting Consul-General.  
His Excellency, Sir F. D. Lugard, K.C.M.G., C.B., D.S.O., &c., &c.,

H.B.M. CONSULATE, Wuchow, July 2nd, 1908.

Sir,—In reply to your telegram of yesterday's date I have the honour to inform you that I do not consider it likely that there will be a famine or even any great scarcity in this Province, except in the event of the failure of the autumn rice crop. The export of rice, which was the principal cause of the great famine nine years ago, is prohibited and in view of the damage which the crops of the province have suffered there is no probability of this prohibition being removed, though the Canton Viceroy has telegraphed asking that this should be done.

In the neighbourhood of Wuchow and all the way up the Fu River great damage has been done; some eight-tenths of the rice has been ruined and much hardship is ensuing. In many other parts, however, the damage suffered seems to have been small; for instance at Nanning at the height of the flood the fields were still some 25 to 30 feet above the water. The crops in that region do not appear to have suffered at all.

The whole city of Wuchow was under water, but except in a few cases the houses have not suffered. Considerable quantities of piece goods and other merchandise have been ruined, but the principal damage has been suffered by the boats and junks in the Fu Ho. Two big junks were sunk and a number of cargo boats mostly loaded with firewood; also flower boats and sampans. I should think the total number of lives lost must be somewhere between twelve and twenty. It was first reported that a considerable part of the city of Kwailin had been carried away, but this was much exaggerated. I understand, however, from a Catholic missionary of that city that there are suburbs and villages in the neighbourhood which must have suffered severely.—I have, &c.,

(Signed), H. J. HARDING.

### CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

### HONGKONG FLOOD RELIEF FUND.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

Sir,—I feel almost certain that you will give me a little space in your widely-read paper to make a few remarks generally on "A Colonialist's" very proper letter, which was published in your last issue, and on missionaries in particular. There is a saying, I so very long ago, that "those outside the ring of operations in the Lord's vineyard" are not competent to criticize the goings-on of the "vineyard labourers," and that whatever was said or written was the work of a pack of fools (capital F, please) and consequently their remarks were a tissue of falsehoods. That may be the opinion of the "vineyard folk," but the proverbial man-in-the-street in China, who has to be wide-awake in order to keep body and soul together, and who refuses to be bamboozled by the periodical reports, for home consumption, issued on missionary "work" carried on in China, is entirely of a different opinion. I have had the pleasure of visiting some of the so-called "inland stations," and know whereof I speak.

But to the point. The suggestion which has appeared in print, and which has been the subject of some comment, to the effect that "money, rice and other forms of relief for the flood sufferers be forwarded to and distributed through the agencies of the missionary bodies in some of the affected districts" is, I must say, a piece of cold-blooded impudence, which no one but a missionary would have had the audacity to suggest. The idea is not only preposterous, but it is an insultation that the Chinese of Hongkong are not competent to attend to their own affairs and those of their more unfortunate countrymen. What have the missionaries done to alleviate the sufferings of the people in this calamity? A lot, in their own estimation. They "started for the scene of desolation (to quote your editorial) twenty-eight days after the flood had begun!" They waited until all danger was over, one can rest assured, before the matter was given a thought. When they have attributed out of their easily-earned salaries towards relief? Echo answers "What?" Did they hear their cries? "Sell all that thou hast and give to the poor and suffering, and then come and follow Me." Does that convey any meaning to those alleged followers of Christ?

What has the Chinese, the "Heathens," the half-civilized, the man-eating people done? The query would better be answered by another query: "What haven't they done?" From the richest down to the poorest, the school children, the coolie and the sampanman, one and all have donated something, done something, everyone has appeased an appetite and quenched a thirst. And those "Prodigal Sons," feeding on the fatted calf while hundreds, (I beg pardon) twenty-three persons, were perishing nor come to the sense of duty and offer their "valuable services" to help distribute the funds, as if the work could not be done without their "help."

The question naturally arises: "What's behind it all?" I am inclined to believe with "A Colonialist" that there is a purpose behind it all; that the missionaries want to ingratiate themselves in the eyes of the people who have lost faith in them at the expense of others. But there is one more point which "A Colonialist" has, perhaps, forgotten. If they were given the chance of doing out the relief funds, which, I fervently trust, will not happen, the opportunity arises for a nicely worded report, for home constituents, covering some hundreds of pages, of the "hundreds of thousands of dollars distributed among the poor and suffering heathens by missionaries in China."

After all, Sir, I think the Chinese too level-headed a people to trust the alleviations of the sufferings of their own race to a pack of foreigners, for whom the "heathens" has little respect.—Yours, &c.,

ONE OF THEM HEATHENS.  
Hongkong, July 2nd.

A robbery is reported as having taken place at the Soldiers' and Sailors' Home in Arsenal Street. The thief, who is believed to have been one of the discharged "boys," got away with \$22 worth of cigars and cigarettes and other odds and ends. Although the loss was discovered this morning the robbery must have taken place between mid-day of the 21st and some time last night.

If it had not been for the rainy weather Chun Hong believes that his liberty would not have been snatched away from him. At about one o'clock this morning Chun took refuge in an unoccupied house at 26, Des Voeux Road Central to escape the heavy downpour which was then falling. A policeman who had been watching Chun from the opposite side of the road followed some minutes later, and discovered Chun busily engaged looking about the place. Chun argued that he was there to keep out of the wet. The policeman, eyeing a brass water-pipe, argued that Chun was there for an unlawful purpose, and won. Chun appeared at the Police Court, to-day, charged with being a rogue and vagabond and with entering unoccupied premises for the purpose of committing a felony. Failing to give a satisfactory account of himself, he was given three months' gaol.

## To-day's Advertisements.

**GUNS.**  
DIRECT from the manufacturer at lowest prices. 12 bore Double Breakloaders from 50/- each. Illustrated catalogue of latest model Shot Guns, Combination Guns, Sporting Rifles, &c. post free. D. JAMES & REYNOLDS, George Street, Minories, London, E.C. England. 1688

TO LET FROM 1ST SEPTEMBER.

AT SHAMEN, CANTON.  
HOUSE No. 103 (Kwan Fow Buildings) at present in the occupation of the I. M. Customs.

Apply to—  
THE HONGKONG LAND INVESTMENT AND AGENCY CO. LD.  
Hongkong, 23rd July, 1908. 1695

FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship

"ARRATOON, APCAR."  
Capt. A. Stewart, will be despatched for the above Ports on FRIDAY, the 3rd instant, at 3 P.M.

This Steamer has Superior Accommodation for Passengers, and is installed throughout with Electric Light and carries a duly certified Doctor.

For Freight or Passage, apply to.  
DAVID SASSOON & CO., LIMITED, Agents.  
Hongkong, 23rd July, 1908. 1694

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"DELTA,"  
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—  
From London, &c., ex S.S. *Macdonald*,  
From Calcutta, ex S.S. *Somali*,  
From Persian Gulf, ex B.I.S.N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 29th instant, at 4 P.M., will be subject to rent.  
No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.  
No Claims will be admitted after the Goods have left the Godown.

F. J. ABBOTT,  
Acting Superintendent.  
Hongkong, 22nd July, 1908. 17

IMPERIAL GERMAN MAIL LINE.  
NORDEUTSCHER LLOYD, BREMEN.  
FOR YOKOHAMA AND KOBE.

THE Imperial German Mail Steamship  
"PRINZ SIGISMUND."

Captain D. Leitz, will leave for the above places TO-MORROW, the 24th July, at 6 P.M.  
For further Particulars, apply to  
NORDEUTSCHER LLOYD, MELCHERS & Co., Agents.

Hongkong, 23rd July, 1908. 18

NORDEUTSCHER LLOYD, BREMEN.  
IMPERIAL GERMAN MAIL LINE.  
NOTICE TO CONSIGNEES.

THE Steamship  
"PRINZ SIGISMUND."

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk in the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 30th of July, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godown, where they will be examined on the 30th of July, at 9.30 A.M.  
All Claims must reach us before the 4th of August, 1908, or they will not be recognised.  
No Fire Insurance will be effected.  
Bills of Lading will be countersigned by the Undersigned.

NORDEUTSCHER LLOYD, MELCHERS & Co., Agents.  
Hongkong, 23rd July, 1908. 18

POLICE Sergeant Sutton, of the Water Police Station, charged two boatmen in the Police Court, this morning. One he accused of making fast his sampan to the steamer *Hatchling* while she was under way in the harbour yesterday, and the other pleaded guilty to boarding the same vessel without the captain's permission. They were each fined 11s.

THE Admiralty announce the following appointments:—Lieutenant M. E. Cochrane to the *Cherrybelle* (G), 26th ult., and to the *Adra* (first and G), on recommissioning, undated. Sub-Lieutenants: H. Forrester, to the *Cherrybelle*, June 30, and to the *Adra*, on recommissioning, V. J. Bowden-Smith, to the *Adra*, additional, 30th inst.; and on recommissioning, C. E. Williams, to the *Adra*, and D. Maxwell to the *Adra*, both on recommissioning, both undated. Staff Paymaster J. T. Wright, to the *Adra*, additional, 30th inst.; and on recommissioning, undated. Assistant Paymasters: E. F. Jones, to the *Adra*, in charge, and as interpreter in Japanese, on recommissioning; L. D. Mackenzie, to the *Adra*, 30th inst.; and to the *Adra*, additional, 30th inst.; and in charge, on recommissioning, undated. Clerk, A. H. Sackett, to the *Cherrybelle*, vice Wainwright (undated); and in the *Adra*, on recommissioning, undated. Assistant Paymaster, J. P. G. McSherry, to the *Adra*, additional, for Wainwright, in charge, to date 1st inst.

## Intimations:

### SPECIAL BARGAINS!

IN

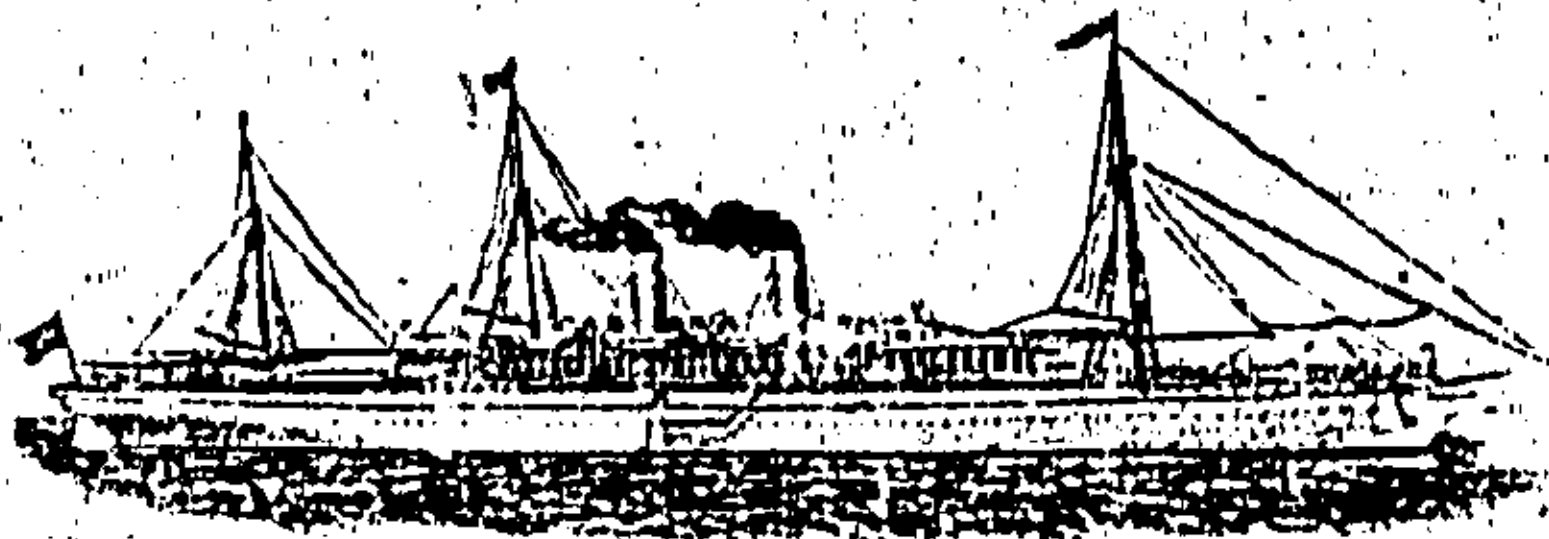
### HIGH CLASS PIANOS.

TO CLEAR ORDINARY PRICES.

Collard - \$480 \$600

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of under 12 Days across the Pacific is the "Empress Line." Saving 5 to 10 Days Ocean Travel.

12 Days YOKOHAMA TO VANCOUVER. 21 Days HONGKONG TO VANCOUVER.

Table with 4 columns: Proposed Sailings, R.M.S., Tons, Leave Hong Kong, Arrive Vancouver. Includes ships like EMPRESS OF CHINA, GLENFARG, EMPRESS OF INDIA, etc.

S.S. "LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers. "EMPRESS" steamships depart from Hongkong at 4 P.M.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail-Express, and at QUEBEC, with the Company's New Fast Mail-Express Steamship, 14,500 tons register, thus providing a comfortable and speedy route to Europe.

Hongkong to London, 1st Class, via Canadian Atlantic Ports or New York 27-30. Hongkong to London, Intermediate, on Steamers, and 1st Class on Railways, 42-44.

First-class rates to London include cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian, Pacific direct line.

R.M.S. "MONTAGLE" carries "Intermediate" passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD. SPECIAL THROUGH RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to W. CRADDOCK, General Traffic Agent for China, &c., Corner Pender Street and Praya, Opposite Blake Pier.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.)

For Steamship On TIENTSIN via SWATOW, TSING-CHOW, and CHEFOO. CHIPSHING, FRIDAY, 24th July, Noon.

MANILA, BANGALOR, and CALCUTTA via SWATOW, TSING-CHOW, and CHEFOO. YUEN-SANG, FRIDAY, 24th July, 4 P.M.

SINGAPORE, PENANG, and CALCUTTA via SWATOW, TSING-CHOW, and CHEFOO. SATURDAY, 25th July, Noon.

SHANGHAI, BANGALOR, and CALCUTTA via SWATOW, TSING-CHOW, and CHEFOO. MONDAY, 27th July, 4 P.M.

SINGAPORE, PENANG, and CALCUTTA via SWATOW, TSING-CHOW, and CHEFOO. TUESDAY, 28th July, Noon.

SHANGHAI, BANGALOR, and CALCUTTA via SWATOW, TSING-CHOW, and CHEFOO. THURSDAY, 30th July, Noon.

SHANGHAI, YOKOHAMA, KOBE, and MOJI via SWATOW, TSING-CHOW, and CHEFOO. FRIDAY, 31st July, 4 P.M.

RETURN TOURS TO JAPAN OCCUPYING 14 DAYS.

The steamers Kaitang, Nanang, and Fookang leave about every 3 weeks for Shanghai, and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yagutsu Ports, Oshino, Tientsin & Newchwang.

Taking Cargo on through Bills of Lading to Kuddat, Lahad, Datu, Simporna, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD., General Managers.

Telephone No. 61. Hongkong, 23rd July, 1908.

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATION.

FOR STEAMERS TO SAIL. AMOY & SHANGHAI. KWANGSE, 24th July, 4 P.M.

NINGPO & SHANGHAI. SHAOHSING, 27th July, 4 P.M.

HOIHOW & HAIPHONG. KUPPEK, 28th July, daylight.

CEBU & ILOILO. KAIFONG, 29th July, 10 A.M.

TSINGTAU & NEWCHWANG. FANCHANG, 29th July, 4 P.M.

MANILA, ZAMBOANGA, THURSDAY. TAIYUAN, 3rd Aug.

ISLAND & other AUSTRALIAN PORTS. MANILA and TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Saloons and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Saloons. A daily qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Reduced Saloon Rates, Single and Return, to Manila and Australia. For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 36. Hongkong, 23rd July, 1908.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardsess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Table with 5 columns: Steamship, Tons, Captain, For, Sailing Date. Includes ZAPIRO, RUBI, etc.

For Freight or Passage, apply to SHEWAN TOMES & CO., GENERAL MANAGERS.

Hongkong, 18th July, 1908.

Shipping—Steamers.

NIPPON YUSEN KAISHA.

EXTRA SAILING EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.

THE Co's Newly Built Passenger Steamer

"KAMO MARU"

(Tons 9,000 gross reg., Captain F. L. Sumner), will be despatched as above on WEDNESDAY, 12th August, at Daylight.

Every known comfort provided on board for travellers: First class staterooms amidships comprising ordinary 2-berth Cabins, single berth Cabins and Full Suite. Pleasant Dining Saloon, Drawing Room, Social Hall and Smoking Room. Electric Light and Electric Fans throughout. Barber Saloon, Dark Room and Laundry. Doctor and Stewardsess. Unexcelled service.

Cheapest passage rates to Europe and around the world. For further particulars apply to NIPPON YUSEN KAISHA.

Hongkong, 13th July, 1908.

HONGKONG-NEW YORK.

AMERICAN-ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL. (With Liberty to Call at the MALABAR COAST.)

S.S. "MONTROSE" will be despatched on 11th August, 1908.

For freight and further information, apply to SHEWAN, TOMES & CO., General Managers.

Hongkong, 14th July, 1908.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICA and SOUTH AFRICAN PORTS.)

THE Steamship "DEVANHA," Captain T. H. Hyde, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 25th July, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Moldavia*, 10,000 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Gifts and Valuables, all Cargo, for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Pasara*, due in London on 6th September, 1908.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to F. J. ABBOTT, Acting Superintendent.

Hongkong, 11th July, 1908.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA, VIA MOJI, KOBE AND YOKOHAMA.

Table with 4 columns: Steamer, Tons, Captain, Sailing. Includes Sueric, Kumeric, Shawmut, Trumet, etc.

ONHAF PARES, EXCELLENT ACCOMMODATION ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw S.S. *Shawmut* and *Trumet* are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensure steadiness at sea. Electric fan in each room. Barber's shop and steam-laundry. Cargo carried in cold storage.

\* Steerage Passengers only.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to DODWELL & CO., LIMITED, General Agents.

Queen's Buildings. Hongkong, 17th July, 1908.

"SHIRE" LINE OF STEAMERS, LTD.

FOR LONDON, HAMBURG AND ANTWERP.

THE Steamship "FLINTSHIRE" will be despatched for the above Ports on or about the 25th August, 1908.

For Freight or Passage, apply to SHEWAN, TOMES & CO., AGENTS.

Hongkong, 18th July, 1908.

HONGKONG AVERAGE MARKET PRICES.

Corrected 17th July, 1908. 100 lbs. per 5 Mins.

BUTCHER MEAT.

Beef sirloin & prime cut—Mei Lung Pa B. 18

Corned—Ham Ngau Yuk. 18

Roast—Shiu. 18

Breast—Ngau Lam. 13

Soup, Tong Yuk. 15

Sicak—Ngau Yuk Pa. 18

Sirloin—Ngau Lau. 28

Sausages—Ngau Yuk Chaung. 26

Bullock's Brains—Know. per set. 10

Tongue fresh—Ngau Li. each. 50

Corned—Ham Ngau Li. 58

Head—Ngau Tau. 80

Heart—Ngau Sum. per lb. 12

Hump, Salt—Ngau Kin. 18

Feet—Ngau Keok. each. 7

Kidneys—Ngau Yiu. 10

Tail—Ngau Mei. 17

Liver—Ngau Con. 12

Tripe (undressed)—Ngau To. 7

Calves' Head and Feet—Ngau-chai-tau-keok. set \$1.00

Mutton Chop—Yeung Pui Kwat. 22

Leg—Yeung Pui. 22

Shoulder—Yeung Shau. 20

Pigs' Chiddings—Chi cheong. 24

Brains—Chi Kwok. per set. 2

Feet—Chi Kwok. 12

Fry—Chi Chak. 10

Head—Chi Tau. 12

Heart—Chi Sum. each. 9

Kidneys—Chi Yiu. pair. 8

Liver—Chi Kon. lb. 30

Pork Chop—Chi Pui Kwat. 23

Corned—Ham Chi Yuk. 1

Leg—Chi Pui. 23

Fat or Lard—Chu Yau. 18

Sheep's Head and Feet—Yeung Tau. 50

Keok. 6

Heart—Yeung Sum. each. 10

Kidneys—Yeung Yiu. 10

Liver—Yeung Con. 12

Sucking Pigs, To Order—Chu Chai. 22

Suet Beef—Sang Ngau Yau. 22

Mutton—Sang Yeung Yau. 24

Veal—Ngau Chai Yuk. 20

Sausages—Ngau Chai Yuk Tong. 20

FRUITS.

Almond—Hung Yau. 25

Apples, (California)—Kam San Yung. 1

Ko. 1

(Cuefoo)—Tin Chun Ping. 1

Ko. 1

Small—Hoi Tong. 1

Custard—Fan Lai Chi. each. 1

Bananas, (fragrant, Canton)—Sang Sheng. 3

Heung Chiu. 3

(brides), Macao—San Heung Chiu. 5

Chestnuts, Chinese—Fong Lut. 14

Carambola—Yeung Tou. 1

Cocoanuts—Yeh Ts. each. 10

Grapes—Sin Tai Ts. 25

Lemons, China—Ning Moong. 15

Amer.—Kum San Ning Moong. 7

Licenses, Small Stone—Lai Chi Con. 24

Fresh, Lai Chi. 35

Limes, (Saigon)—Sai Kung Ning. 7

Moong. each. 7

Mango, Manila—Lui Sung Moong. 11

Mango, Saigon—Sai Kung Moong. 11

Mangosteens, San Chuk Ts. per 100. \$1.80

Oranges, Tim Chang. 35

Small—Tai Kut. each. 1

Mandarin—Tim Kut. 1

Olive—Pak Lam. 8

Passion Fruit. each. 1

Pears, (American)—Kam San Shut Li. 1

(Canton), Cooking—Sa Li. 7

(Shanghai)—Sheung Hoi Li. 18

Peanuts—Fa Sang. 10

Perseimons, Large—Hung Chie. 1

Pine-apples, 1st quality—Sheung Poon. 1

Ti Paw-law. each. 12

and cooking—Chung-tang. 5

Paw-law. 1

Plum—Tai Chiu. 3

Plum, Swatow—Hung Lai. 8

Pumelo, Siam—Chim Lo Yau. each. 12

Walnuts, Hop Tou. 12

Green—Sang Hop Tou. 1

Shanghai Lo Kwat. 8

VEGETABLES, &c.

Artichokes, Shanghai—Sheung Hoi Ab. 8

Chi Chuk. 8

Beans, (French) Macao—Oh Moon Pin. 1

Tau. 1

Beans, (French), Shanghai—Sheung Hoi. 1

Pin Tau. 1

Beans, Sprout—Ah Choi. 4

Beans, Long—Tau Kok. 7

Beet Root—Hung Choi. each. 1

Brijals, Green—Cheng Yuen Ker. 5

Brijals, Red—Hung Ker. 4

Brassica—Pak Choi. 4

Bamboo Shoots—Chook Shun. 3

Cabbage, Chinese, com.—Kai Choy. 4

Cabbage, Red—Kai Lan Tau. each. 1

Cabbage, (Shanghai)—Yeh Choi. 15

Cane Shoots, bunch—Kam Shun. 1

Cauliflower, Large size—Tai Yeh Choi. 1

Fa. each. 1

Cauliflower, Medium size—Cheung Yeh. 1

Choi-fa. each. 1

Cauliflower, Small size—Sai Yeh Choi-fa. 6

Carrots—Kam Shun. 6

Celery, Chinese—Tong Kan Choy. 5

Celery, English—Yeung Kan Choi. 1

Celery, White—Pak Yeung Kan Choi. 1

Chillies, Dried—Coa Lat Chiu. 12

Red—Hung Fa. 10

Green—Cheng Lat Chiu. 8

Curry Stuff, English—Ka Lee Choi Liu. 8

Cucumbers—Cheng Kwa. 5

Bitter Squash—Fu Kwa. 8

Garlic—Suen Tau. 7

Ginger, young—Sun Ts Keung. 10

old—Lo Keung. 6

Horse Radish, Shanghai—Lik Kan. 40

Indian Corn—Suk Mai. 4

Lettuce—Yeung Sang Choi. each. 1

Water Chestnuts—Ma Tai. 6

Mandarin—Kwei Lum Ma Tai. 6

Musk Melon. 1

Mushrooms, Fresh—Sang Cho Kho. 35

Onions, Bombay—Yeung Chung Tau. 6

Green—Sang Chung. 4

Shal—Sheung Hoi Chung Tau. 5

Japan—Yat Poon. 1

Okroes—Mo Ker. 1

Parsley, English—Yeung Un Sai. 60

Gradus Pea. 1

Green Peas—Cheng Tai. 15

Peas, Sweet—Fan Shu. 3

Shanghai—Sheung Hoi. 3

Tai. 3

Japan—Yat Poon Shu Tai. 5

American—Fa Ki. 1

Foochow—Fuk Chau Shu Tai. 3

Macao—Oh Moon. 1

Pumpkin—Toong Kwa. 3

Radish—Hung Lo Pak Tai. 4

Rhubarb. 1

Shalots—Oon Chung Tai. 5

## Telegrams.

# "HONGKONG TELEGRAPH" SERVICE.

## CHINESE EMPEROR ILL.

### DAILY CONSULTATIONS WITH PHYSICIANS.

(From Our Own Correspondent.)

Shanghai, 23rd July:  
3.15 p.m.

There are persistent rumours in mandarin circles concerning Emperor Kwang Su's health, which necessitates daily consultations with physicians.

(Review.)

## Obituary.

LONDON, 22nd July.

The death of Bad Nauheim, Germany, of Admiral Rudjensky from heart trouble, the result of wounds received at the battle of Tushima, is announced.

## Old Age Pensions.

The Old Age Pensions Bill has passed the second reading in the House of Lords by 123 to 16.

The New York-Paris Motor Race. The German car, which is leading in the New York to Paris motor race, has arrived at St. Petersburg.

## Baron Komura.

21st July.

Baron Komura starts on his return journey to Japan on the 27th instant. He travels via Siberia.

## New Zealand and the American Fleet.

Speaking at Wellington, New Zealand, the Premier, the Rt. Hon. Sir J. C. Ward, K. C. M. G., said that the coming of the American fleet to Australia was not that of a foreign country, but of a nation, kith and kin with the Anglo-Saxon race. It may be that some day there would be a fight to decide whether the Whites or Orientals should govern Australia and the Pacific islands, and the American fleet would then fight shoulder to shoulder with the Old World.

## Macedonia.

Murderous assaults on Turkish officers, supposedly by adherents of the "Young Turkey" party among subalterns, continue in Macedonia.

A lieutenant-colonel has been murdered at Seres, another at Ohrid, and a lieutenant-colonel wounded at Salonika.

## CANTON DAY BY DAY.

## HONGKONG CHINESE IN CANTON.

(From Our Own Correspondent.)

Canton, 22nd July.

Messrs. Fung Wai Chup, Li Cho Chou and six others, representatives of the Chinese community at Hongkong, arrived here this morning and were received by Mr. Kong Niu Chuen. A meeting will be held to-day for the purpose of making arrangements for the kind co-operation of the Hongkong gentlemen for the carrying out of the Flood Fund Bazaar. The meeting will most likely, at the same time, consider the project for restoring the broken dykes in the flooded districts. Mr. Fung Wai Chuen will probably preside at this meeting.

## FLOOD RELIEF LOAN.

In compliance with the request of the Canton society, the Viceroy has again kindly sanctioned the appropriation of 10,000 taels to a loan from the Shan Hou Chu to meet the present immediate requirements for the relief of the sufferers.

## FANTAN MONOPOLY TO SUBSIDISE.

The fantan gambling monopolists have been directed by the Shan Hou Chu officials to subscribe liberally towards the flood relief funds.

## RECEIPTS AND EXPENDITURE.

It was ascertained at the meeting held yesterday of the Central Relief Committee, that the total amount of contributions received up to 22nd instant towards the relief funds was \$367,850, of which \$13,850 were received from Hongkong, \$7,300 from Macao, and the rest from local subscribers and contributors abroad; a sum of \$10,000 promised by different individuals has not yet been paid. The expenditure up to the same date was \$118,900. The Kwangchow Prefect, Chan, who was present at the above meeting, had a conference with the Committee; he insisted on the extension of the date for the cheap distribution of rice to the end of the sixth moon. He informed the Committee that authority has been obtained from the Viceroy to appropriate 20,000 taels from the Government Treasury for the maintenance of the continuance of the cheap rice sales.

## WOMEN'S MEETING CONVENED.

A meeting of women has been convened to take place to-day at the Hachett Medical College in connection with the organisation of the Flood Fund Bazaar at Canton.

## CANTON-SAMSHUI RAILWAY.

Repairs to the Canton-Samshui railway have now been completed and this line is again in good working order. Service was resumed yesterday as usual through the line from Shek Wai Tung to Samshui.

## ALLEGED FORGERY.

## SOME CURIOUS STATEMENTS BY A WITNESS.

Adjourned from yesterday, the hearing was continued in the Supreme Court, this morning, of the charge against the two men—Tong Nam and Ng Chun—accountant and runner, respectively, of the Shiu Shing money-changer's shop, who are being detained on suspicion of having altered a \$5 banknote so as to make it represent \$50.

The examination of the leading witness for the prosecution, Tse Hing, a *foh* in the Fung Chik Mei firm, who accompanied the prosecutor, Yung Po, to cash the draft for \$700, and who was alleged to have received the forged banknote from the defendants' shop, closed yesterday afternoon. When the case was resumed this morning, Mr. Slade, for the defence, took the witness in hand and fired question after question at him with great rapidity. And as each question ran home it was evident that the witness did not like the *role*. Under cross-examination he said that there were only two men employed by the Fung Chik Mei firm. He had been in Hongkong four years. He could not speak the Cantonese dialect very well, but he understood it thoroughly. At the Police Court he gave evidence in the Fung Chik Mei case, but at the Supreme Court his evidence was given in Cantonese. The prosecutor was called Yung Po. He could not remember his name when he first met him, although he had known him ten years. Prosecutor was the "colony" sometime in May. During his four days' stay in the Colony he only called at witness's shop once. He never lived in the shop. Witness was arrested by a *lukung* for attempting to pass off a forged banknote. The Shiu Shing money-changer's people never gave him in charge. The *lukung* came up and took witness in charge. When witness was taken to the police station he could not give the name of the prosecutor. He knew his surname, but had forgotten his other name. He told the inspector that he had not seen prosecutor for ten years, the reason for forgetting the name.

Mr. Slade—Was that not untrue? Hadn't you seen him a month previously?

Witness—What I meant was that I had not met him for ten years in my province.

You also said he had never been in Hongkong before?—Yes.

Was not that also untrue?—No.

Hadn't the prosecutor been in Hongkong before he went to Canton to dispose of the cargo of salt?—Yes.

And did he not return to cash a draft?—Yes.

And you say when you were arrested that prosecutor had never been in Hongkong before?—I meant before he came to cash the draft.

How do you account for the fact that you and the prosecutor said he (the latter) had never been in Hongkong before?—Not before this visit.

I put it to you that you and the prosecutor are in concert to make people believe that prosecutor was a stranger in the Colony?—He had never been in the Colony prior to this visit.

You said at the Police Court that you were not accustomed to handling banknotes?—Yes.

And that you could not tell the difference between a \$10 and a \$5 bill?—Yes.

Did you hear what your master said in the Police Court?—Yes.

He said that you were in the habit of taking banknotes too and for the firm?—Yes.

And that you were in the habit of counting notes for him?—No.

You are accustomed to handling banknotes are you not?—No. My master counted them and then gave them to me to deliver.

Who was responsible for the counting of banknotes during your master's absence from the shop?—Well, I had too. I made out the amount of a bill by the Chinese characters.

When you and your master were away who looked after the business?—A youngster.

What? I thought you said you and this master were the only people in the firm?—That is so. The youngster belongs to another shop.

You said that during Yung Po's absence in Canton a letter and a telegram arrived for him? Why didn't you hand them over to him immediately he arrived?—I forgot.

You are a Fukien man?—Yes.

And you know that Fukien has its own mint?—I don't know.

And you know Fukien has its own coins?—Yes. But there are Kwangtung coins in use, too.

Are there not more Fukien coins in circulation?—There are more Kwangtung coins in that province than Fukien.

"Very curious!" exclaimed Mr. Slade.

Are there any Fukien coins in Hongkong?—None.

In Fukien, are not the Fukien, Canton, Hup, Hunan and Kiangnan coins in circulation?—No. These are very scarce.

When you were changing the \$700 why did you not ask if there were any Fukien coins?—In Fukien everybody uses Cantonese coins.

You said yesterday that when the forged note was detected at the Yau Kee firm you replaced the forged note among the other bills?—Yes.

When you were in the Court below you said you never placed the forged note among the others, but carried it separately?—I did not say that.

Well, I put it to you that you have altered your evidence here to-day in order to make it correspond with that of your master?—I did not.

Mr. Slade (to the Court)—If he sticks to that statement I will have to put the depositions in. When you took the forged note back to the Shiu Shing you asked for it to be changed for subsidiary coins?—I did not, I asked for the note to be changed as it was forged, and I got it from them.

When you arrived as the Shiu Shing did, you have the forged bill in your loose hand?—No, it was wrapped up.

For the sake of safety?—Yes.

## HONGKONG WATER POLO SHIELD COMPETITION.

## THIRD ROUND.

In spite of the very bad weather prevailing yesterday afternoon, a large gathering of people filled the Victoria Recreation Club's enclosure to witness three matches in the above competition, between the Royal Hongkong Yacht Club and 88th Coy, Royal Garrison Artillery, Royal Engineers and Corinthian Yacht Club, and Victoria Recreation Club and 83rd Coy, Royal Garrison Artillery.

The second match between the Engineers and the Corinthians created the most interest, as many anticipated a draw, and though the game ultimately ended in a victory for the latter team, the Engineers must also be credited with playing a very good game throughout.

The Royal Hongkong Yacht Club and 88th Coy, Royal Garrison Artillery played the first match, which proved to be more interesting than many expected. In the first half of the game play was very even and both the Royals and Artillery had opportunities to score, but the latter were a bit weak in handling the ball and missed several nice chances, whilst the Yacht Club scored 4 goals in this half. In the second half the Royals netted 3 more goals to their credit; the Military men again had several opportunities to score which they never availed of, and the game ended in a win for the Royal Hongkong Yacht Club by 7 goals to nil.

The match of the day between the Corinthian Yacht Club and Royal Engineers was witnessed with very keen interest. The former got the ball at the commencement of play but could do nothing for some time, as the Engineers were marking their men very carefully. However, in a bit of a scrimmage in front of goal R. Wittchell netted. The second goal for the Corinthians was netted just before half-time—the ball being passed by the Engineers' goal-keeper to Cooke (of the Corinthians) by mistake. The latter however had very little difficulty in swinging round to shoot.

The second half saw the Engineers put fresh vigour into the game and before long Corporal Grandy scored when in a very difficult position. Matters now began to look a bit doubtful, but Wittchell, who was playing a sound game, scored again. A few more tries were made by the Corinthians which might have proved successful, had it not been for the splendid goal-keeping of Sapper Carr, who saved many difficult shots and received the applause he deserved. The last goal was netted by R. Wittchell who swam right in front of his opponents' goal.

The game ended in a win for the Corinthian Yacht Club by 4 goals to 1.

C. Y. C.—R. C. Wittchell, C. J. Cooke, E. Humphreys, G. Humphreys, G. Wittchell, O. R. Chunyut and Forbes.

Royal Engineers—Sappers Grandy, Morrish, Carr, Goodger, Vaughan, Buglers Gibson and Earwaker.

The last match of the day between the Victoria Recreation Club and 83rd Coy, Royal Garrison Artillery, ended in an easy win for the home team by 10 goals to nil, and was played in a very bad light. The men in the second half shouted for lights (Candles, &c.).

The league table now stands as follows:—

Played. Won. Lost. Drawn. Total.

Y. R. C. 3 3 0 0 6

C. Y. C. 3 3 0 0 6

R. E. C. 3 2 1 0 4

R. H. K. Y. C. 3 1 1 1 3

R. M. C. 2 1 1 0 2

83rd Coy, R. G. A. 2 0 1 1 1

88th Coy, R. G. A. 3 0 3 0 0

2 points for a win.

1 point for a draw.

Tenants play 87th Coy, R. G. A. on Friday, 24th July, at 6 p.m.

FOURTH ROUND.

V. R. C. play Royal Engineers on Wednesday, 29th July, at 6 p.m. R. H. K. Y. C. play 83rd Coy, R. G. A. on Friday, 29th July, at 6 p.m.

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:—

On the 23rd at 12.05 p.m.—The barometer has risen slightly over Japan and the E. coast of China, and fallen moderately in Wladivostok.

Pressure remains low over Central and Northern China. It is high over the Pacific to the E. of Japan.

Fresh monsoons may be expected in the Formosa Channel and the China Sea.

Hongkong Rainfall for the 24 days ending at 10 a.m. to-day, 4.37 inches.

FORECAST.

1.—Hongkong and Neighbourhood, S.W. winds, fresh, squally, thunder-showers.

2.—Formosa Channel, S. winds, fresh.

3.—South coast of China between Hongkong and Lamock, same as No. 1.

4.—South coast of China between Hongkong and Hainan, same as No. 1.

## COMMERCIAL.

## TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T. 1/9 9/10

Do. demand 1/9 9/10

Do. 4 months' sight 1/9 9/10

France—Bank T.T. 1/9 9/10

America—Bank T.T. 1/9 9/10

Germany—Bank T.T. 1/9 9/10

India—Bank T.T. 1/9 9/10

Japan—Bank T.T. 1/9 9/10

Java—Bank T.T. 1/9 9/10

Swatow 8th July, Timber and Gen.—J. M. & Co.

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## SHIPPING AND MAELS.

## MAILS DUE.

Canadian (Empress of China) 24th inst.

American (Montgolfier) 24th inst.

Indian (Arratoon) 24th inst.

German (Prinz Regent Luitpold) 24th inst.

The C. P. R. Co.'s s.s. *Montgolfier* left Yokohama at 3 p.m. on 22nd inst., for Victoria and Vancouver.

The H. A. L. s.s. *Vandalla* left Saigon on 21st inst., and may be expected here on 25th inst. a.m.

The H. A. L. s.s. *Slavonia* left Singapore on 22nd inst., and may be expected here on 28th inst., at noon.

The Apar Co.'s s.s. *Arratoon* left from Calcutta, left Singapore yesterday morning, and may be expected here on 28th inst., morning.

The E. & A. Co.'s s.s. *Eastern*, from Australian Ports, sailed from Manila at 11 p.m. on 22nd inst., and may be expected here on 25th inst., at daylight.

The C. P. R. Co.'s s.s. *Glenfing* arrived at Kobe at 6 a.m. on 22nd inst., and left again at 11 p.m., same day, via Nagasaki for Shanghai, where she is due to arrive at 6 a.m. on 27th inst.

The C. P. R. Co.'s s.s. *Glenfing* arrived at Kobe at 6 a.m. on 22nd inst., and left again at 11 p.m., same day, via Nagasaki for Shanghai, where she is due to arrive at 6 a.m. on 27th inst.

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